

April 30, 2018

Subjects: Dock and Sea Trials "RTA 1" Catamaran Passenger Ferry
Metal Shark Franklin, LA.

Brandon, Doiron
Project Manager

As per contract specifications, in RTA 3.4 Technical Specifications, fourteen (14) days prior to performing dock trials Metal Shark is to present RTA with an agenda for review and comments concerning upcoming dock trials. Thirty (30) days prior to sea trials the contractor shall submit a simulated plan to the owner for approval.

The following were located in the foregoing specifications with pages and sections noted:

Page 9, 033 Speed:The contractor shall submit a simulated plan to the owner for approval with 30 days prior to trials. The full passenger load may be simulated with the use of temporary weights positioned in the vessel to mimic distribution of passengers.

Page 9, 036 Wake Restrictions:A third party qualified to measure wake wash energy density to verify levels at the service speed shall be provided at sea trials.

Page 13, 057.1 Noise Criteria: A third-party firm specializing in in marine acoustics, vibration analysis and sound measurements aboard marine vessels shall take measurements during the trials as defined in Table 4

Page 14, 060 Testing and Trials Requirements:The contractor shall develop, in cooperation with the owner, a comprehensive testing and trials plan....

Page 15, 061 Testing and Quality Assurance:The contractor shall assembly a list of tests to be completed and shall coordinate with the owner and regulatory inspectors to demonstrate completion of the tests and inspections. Testing shall prove all systems to the satisfaction of the owner and not be limited to regulatory requirements....

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Dock and Sea Trials "RTA 1" Catamaran Passenger Ferry
Metal Shark Franklin, LA.

Page 16, Dock Trials: Dock trials shall be conducted to demonstrate proper functioning of propulsion systems and controls, auxiliary systems, electronics and safety equipment prior to sea trials. At least two weeks prior to dock trials, the contractor will present an agenda to the owner for review and comment....

Regards,

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

cc: Rob Rouyer, Transdev/RTA Project manager, Infrastructure
Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.



April 30, 2018

Subjects: Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferries "RTA 1" and "RTA 2", constructing at Metal Shark Franklin, LA.

Mr. Rob Rou
Project Manager Infrastructure

The following was observed during my visit of April 27, 2018

First Catamaran Ferry "RTA 1"

The vessel continues outfitting primarily in deckhouse and in the aft hull steering and machinery compartments. Exterior lighting and security cameras are installing along with HVAC system components.

The aft portside steering compartment is working with hydraulic hoses installing. The potable water system has pressure sets and pumps installing along with electrical control panels and cabling pull into area ready for connecting.

Underside of boat, bridge area between the port and starboard hulls having the aluminum plating installed covering the internal structure with access openings located in areas where piping connections can be observed and/or serviced in the future.

Machinery spaces were observed from the hatches (not accessible) as craftsmen were installing exhaust silencers and associated piping. The large service hatches for machinery removal were installed onto both port and starboard machinery spaces with smaller access hatches located aft in-way of main propulsion engines and forward by generators. Others workers were installing louvered air intakes for each port and starboard machinery space.

The mid-ship void compartments were entered having the fuel oil tanks and associated piping for fill and vent leading to and from the forward containment station on bow main deck. Each of the fuel oil tanks were noted having a large bolted flange for access/cleanout along with supply and return piping to the machinery spaces. There are electrically operated bilge pumps located near the forward bulkheads of each void compartment.

The second forward void compartments were entered and observed having the bow thruster motors connected to the thrusters with lubrication reservoirs. The associated electrical control panels boxes are installed with electrical cables pulled into area (not connected). Bilge pumps were located near the aft bulkheads.

The forepeak voids were entered (upper areas only accessible) and internal structure observed. The fuel oil fill and vent through piping is mounted inboard longitudinally and inboard transversely leading to forward center fueling station. See discrepancies below.

Inside the main deckhouse was noted having joiner walls for aft heads, main electrical switchgear panel and storage area. HVAC systems continue with the installation of evaporator units installing into the ceiling areas throughout the main cabin. Condensation drain piping is fabricated to each of the evaporator units ready for final connections. Electrical cables continue installing in areas with permanent insulated banding starting to install.

Exterior flood lights and security cameras are being mounted along with navigational port and starboard lights at sides. Top of pilothouse having the navigation light mast with light fixtures installed and flood lights installing on main and upper deck levels.

Upper deck area having both HVCA condenser units installed with associated supply and return refrigerant copper piping installed and integrated flex lines for vibration isolation.

The pilothouse has the exterior port and starboard doors install along with window glass and seals. Electrical components and panels have begun installing inside the control console.

Second Catamaran Ferry, "RTA 2"

Fabrication continues with outer shell plating installed onto each of the port and starboard forepeak hull areas with welding of internals working.

The portside fuel oil tank was being installed into mid-ship compartment with starboard fuel oil previously placed.

Main deck plating is installed on the aft half of the boat with the void hatches cast aluminum base installed in-way of compartments. The forward end of boat is working with the mid-ship longitudinal "T"-bar extrusion plate preparing to install.

Discrepancies

First Catamaran Ferry "RTA 1": The areas having the majority of the deflection/distortion in the shell plating were observed internally with areas between longitudinal members, near bulkheads and piping appendages found to have some distortion noted. There was no notable

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Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries

deformation noted to the internal members but some small gaps were noted on the starboard forward between the side shell plating and longitudinal members.

The internal welding was observed having markings of areas previously requiring corrections by either production, quality control and/or regulatory. These areas appeared to have been corrected with weld repairs and/or cosmetic grinding as needed. Exterior photos of deflection/distortion locations of exterior port and starboard hull are included as part of this report.

Second Catamaran Ferry "RTA2"

Welding of the hull internals is working with weld printing (weld contraction marks) noted on lower areas of hull shell plating and some upper areas of deflection/distortion noted on the forward end.

General:

After observing the internal voids and welding of the structure in general I will need to examine the welding detail in the contract drawings during my next visit with attention towards internal members attachment, size, length and spacing of welds.

Previously noted information concerning dock and sea trials along with information concerning third party testing is being sent to Metal Shark Project Manager, Brandon Dorian. As per contract Metal Shark is to present RTA with an agenda for review and comment concerning dock trials 14 days prior to the dock trials. The contractor shall also submit a simulated plan to the owner for approval 30 days prior to sea trials.

Photos were taken during this visit and are included as part of this report

My next visit is during the first week of May 2018

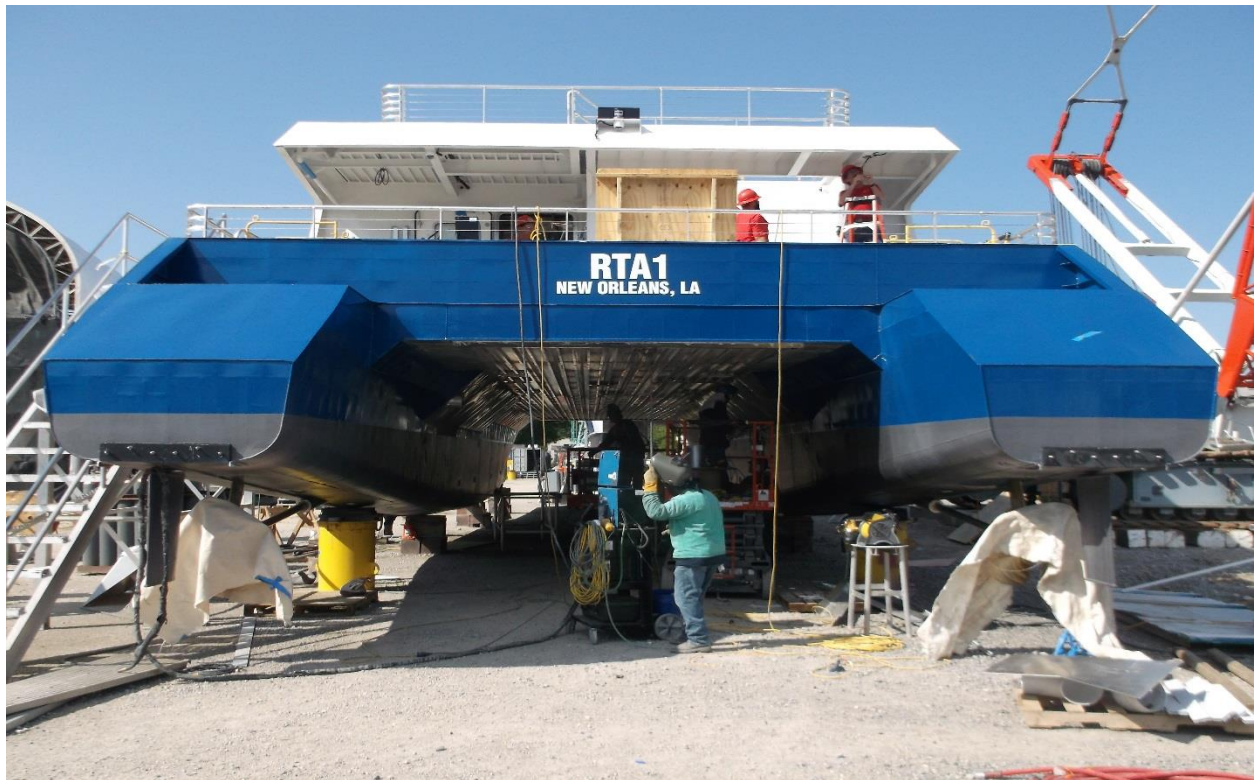
Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

c: Josh Sebastian, The Shearer Group, Inc.
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Stern view with welders working underside



Forward portside view with name, floodlights and navigational side lights installed

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View underside of service access openings being welded



Forward view with handrails installed onto bow

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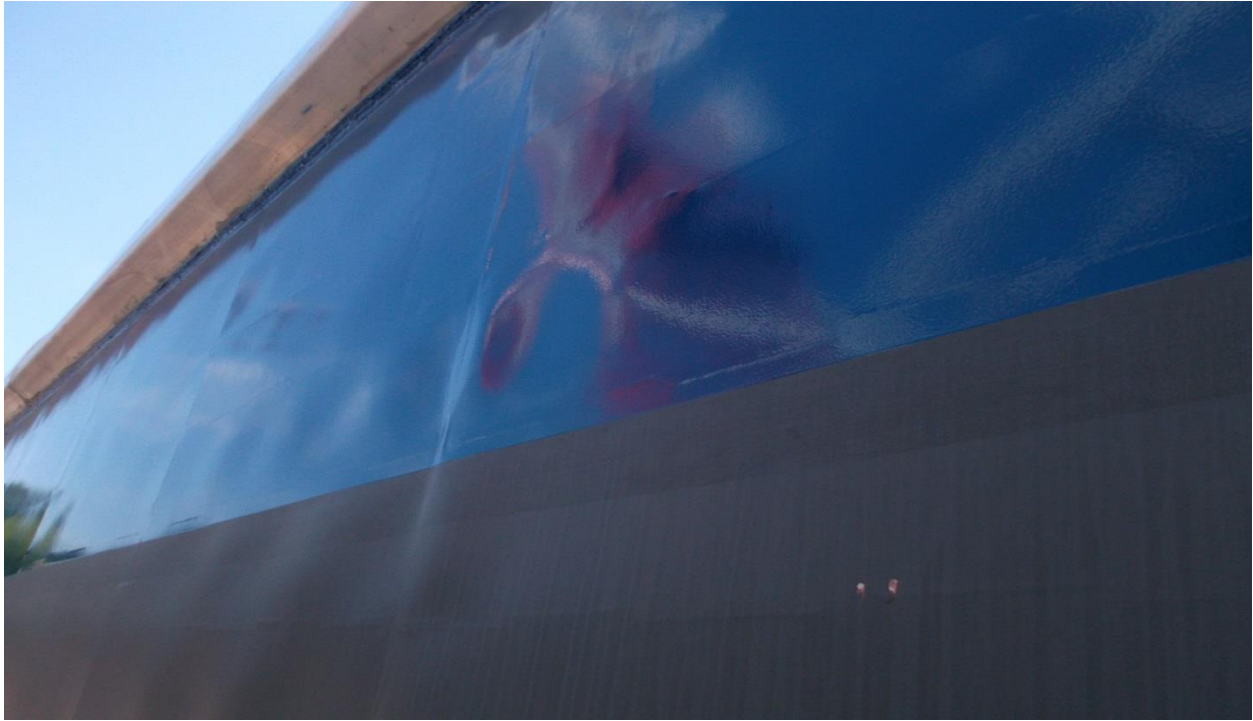


Aft starboard side view with worker installing electrical and view of pilothouse lighting mast

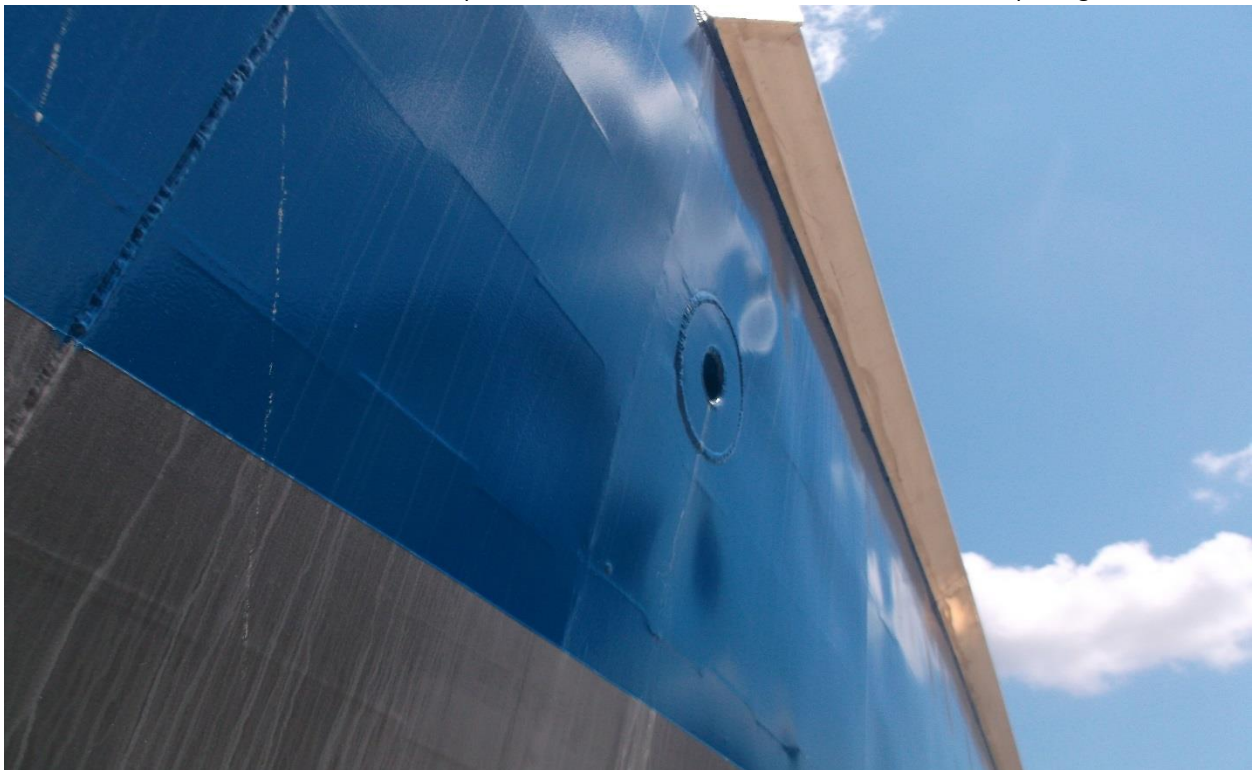


Aft portside view of hull shell plating with deflection/distortion

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Portside views near mid-ship and forward deflection/distortion noted on shell plating





Portside bow shell plating deflection/distortion



Stern starboard side shell plating deflection/distortion

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Starboard mid-ship areas of shell plating deflection/distortion

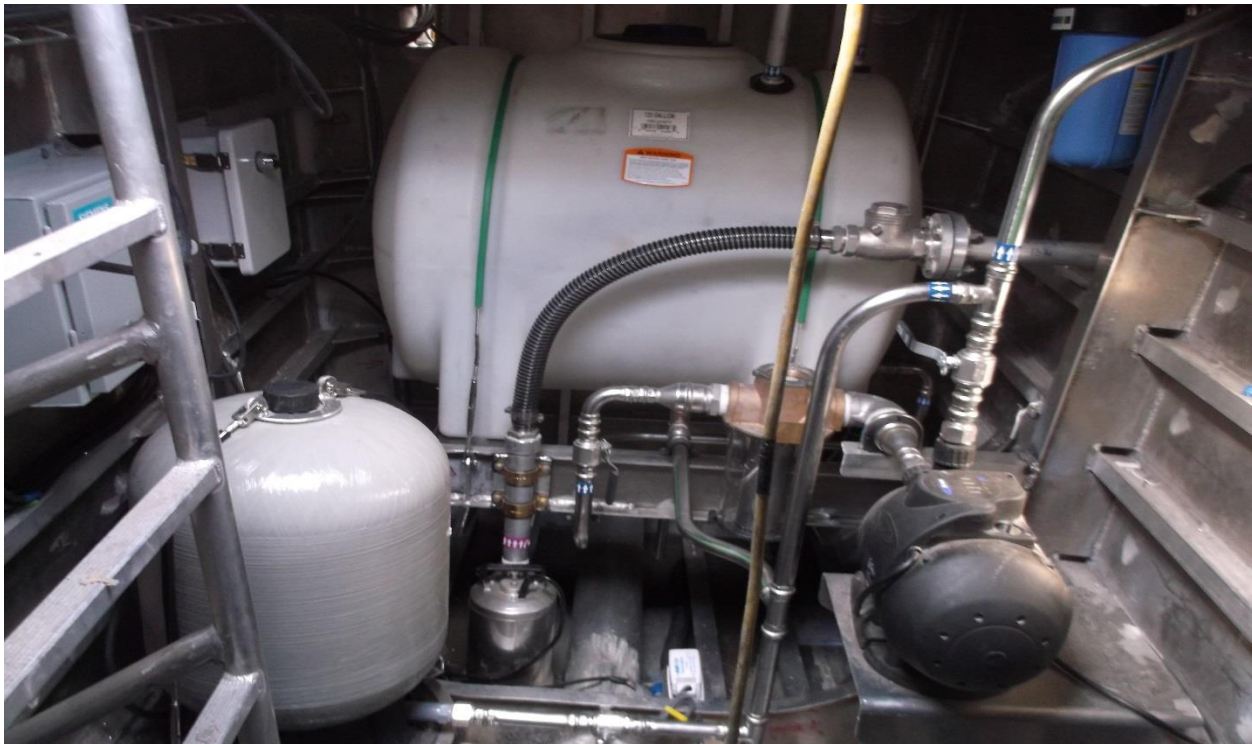


View of starboard bow deflection/distortion looking aft

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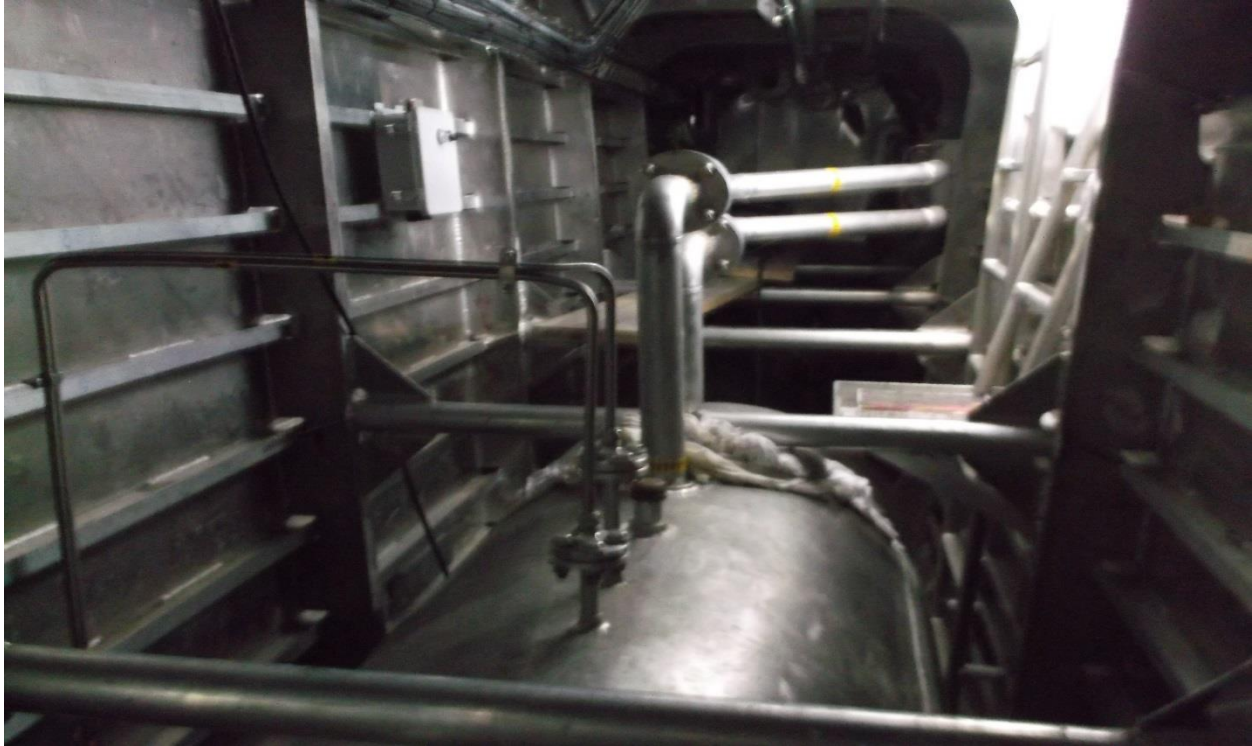


View of worker installing hydraulic hoses inside aft port steering compartment



Forward view of above photo having potable water pump and pressure set tank installed

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View inside portside mid-ship void compartment atop fuel oil tank looking forward



View inside starboard 2nd void/compartment having bow thruster motor installed

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View looking forward inside portside upper forepeak area



View of main electrical switchgear installed inside aft portside deckhouse

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View inside forward deckhouse having HVAC units installed



Aft view of inside main deckhouse with aft joiner walls for heads and storage

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View of upper deck having HVAC condenser units installed aft of pilohouse



View inside pilohouse having window glass installed

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"RTA 2" forward portside hull view having some deflection/distortion



Welding of port bow forepeak internals

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View of welder working internals of starboard bow upper area



View of starboard outboard shell plating installed and welding

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View underside between hulls looking forward



View of main deck plating installed on aft half of boat

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View of forward deck area having plating installed



View of starboard side fuel oil tank placed inside void

May 8, 2018

Subjects: Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferries "RTA 1" and "RTA 2", constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visits of May 1 & 7, 2018

First Catamaran Ferry "RTA 1"

Meeting at Metal Shark with Robert Rouyer, Justin Augustine, Greg Lambrecht, John Albert and Brandon Doiron concerning dock and sea trials. My letter to Metal Shark Project Manager, Brandon Doiron, Project Manager dated April 30, 2018 requesting dates for the foregoing were discussed.

The vessel was observed having the exhaust piping from both main propulsion engines fabricated and welded inboard of each port and starboard hull above the waterline.

Exterior shell plating deflection/distortion and weld-printing (areas appearing from weld contraction) were observed with discussion of internals observed during my previous visit.

Outfitting of HVAC systems with twelve (12) evaporator units installed inside the main deckhouse ceiling with electrical connections being made and banding of cables to raceways.

The forward starboard side access door leading to the exterior main deck will be accessible to crew members only as this is an area for mooring and fuel containment stations with hazards.

The internal stairs to pilothouse recently installed was accessed to the pilothouse where workers were installing electrical component and wiring in the early stages of outfitting.

Upper deck areas were observed with concerns for the two large HVAC condenser units noise level during operations, exposed refrigerant tubing and the need to prevent passenger access in this area. Metal Shark will add guards with use of expanded metal and/or chains with signage to prevent access. Seating arrangement was discussed with all seating foundations installed facing forward.

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Monday, May 7, 2018 arrived early for schedule launching of the "RTA 1"

First Catamaran Ferry "RTA 1"

The shipyard having spreader bars installed onto their crawler crane with four (4) lifting straps were preparing to install around the vessel hull in areas of bulkheads for structural strength.

The interior was briefly observed as everyone was being cleared for launching. The main deckhouse having work related tools and equipment removed. The HVAC evaporator units having refrigerant line connected and all tubing insulated.

The pilothouse continues with more electrical components installing inside control console and electrical cable connections starting.

The crane begun lifting the vessel at approximately 10:40am and was placed into the water by 10:50am without issue. Quality Control crew members performed dry search inspection of all hull voids/compartments and reportedly having no leaks detected. The vessel was observed with draft readings from the starboard side with the bow noted as 2'-10" and stern 4'-3" draft.

The vessel was moved down river toward end of docking area where outfitting will continue on internals and exterior.

Second Catamaran Ferry "RTA 2"

Fabrication continues with welding of both port and starboard hull internals void compartments with concentration on the machinery space foundations and internals of second void/compartments. I met with the weld foreman Sonny concerning the shipyard construction drawings for welding details in comparison to designer drawings. The drawings were consistent with each other having typical length and spacing of hull stringer stitch welding. The only area of clarification needed was the size of welds which were as expected approximately ¼".

Random areas of internal stitch welds were observed with a weld gauge and found consistent with ¼" welds as reported.

Main deck area is working with sideshell and internal bulkheads installed and workers presently installing transverse framing supports onto longitudinal beams with pipe stanchion supports.

Discrepancies

None detected during these visit

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General:

During my visit I observed other catamarans fabricating including the large yacht with similar weld printing and minor shell plating deflection and/distortion. In my discussion with the weld foreman concerning welding of the RTA boats I expressed my opinion that the stitch weld lengths appeared longer than what is typically required on steel hulls following the American Bureau of Shipping rules concerning welding of hull stringers.

Brandon Dorian, Project Manager was asked about dock and sea trial dates for scheduling purposes. Presently the week of May 21, 2018 is scheduled for testing with Brandon asked to update us in an email concerning these dates and any changes.

Photos were taken during this visit and are included as part of this report

My next visit is during the week of May 14, 2018

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

c: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.

May 8, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



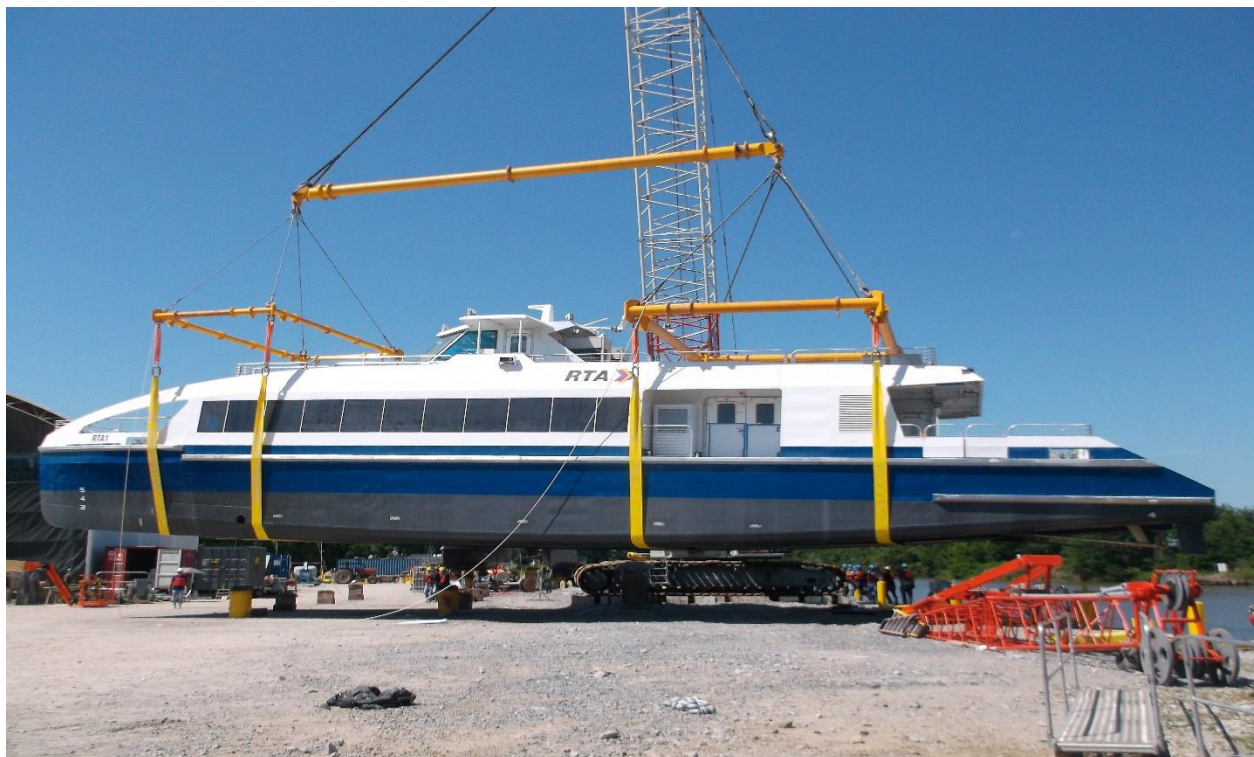
Photos of "RTA1" preparing to be lifted for launching 5/7/2018



May 8, 2018

Metal Shark Franklin, LA.

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May 8, 2018

Metal Shark Franklin, LA.

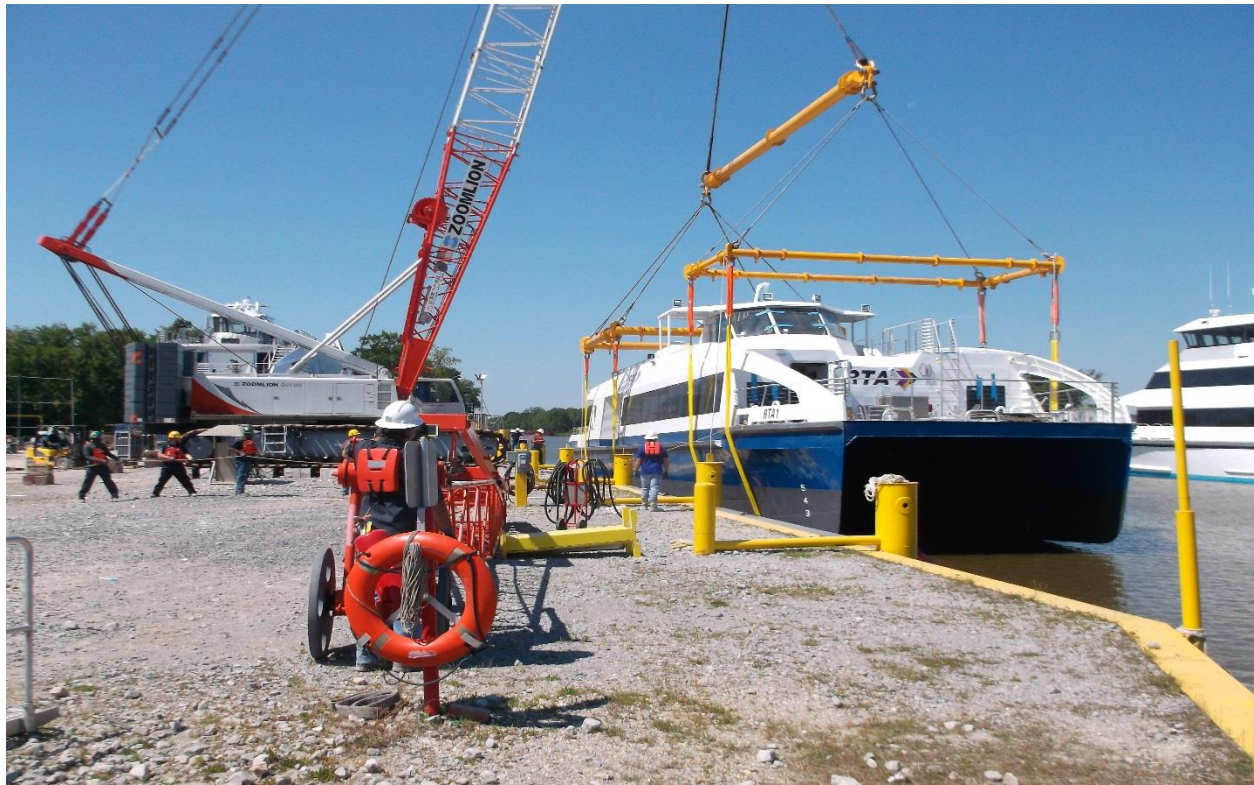
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View of "RTA 1" released from straps at dockside 5/7/2018



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"RTA 2" continuing with fabrication with deckhouse structure 5/7/2018



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View of deckhouse structure at the forward end 5/7/2018



View inside deckhouse with overhead structure and vertical stanchions installing 5/7/2018

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Another view from aft end looking forward of deckhouse fabricating 5/7/2018



View of forward starboard side looking aft 5/7/2018

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View of portside looking aft 5/7/2018



View inside starboard hull machinery space compartment 5/7/2018



May 20, 2018

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Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of May 17, 2018

First Catamaran Ferry "RTA 1"

Progress of outfitting continues with ceil tiles installed with exception of areas in-way of the air condition evaporator units inside the main deck cabin. The crew office having joiner wall sheathing installed with electrical cables and components working inside.

Two (2) sets of the molded seats are installed on the forward port and starboard sides inside main deck cabin.

Aft storage space of aft main deck cabin having additional electrical components and panels installed with electrical control cables installing.

The ADA Bathroom (head) having the toilet and sink installed and the other bathroom having sink installed. Flooring is installed in both bathroom areas with protective floor covering over the areas.

Spoke to David Freeman, General Manager and Brandon Doiron, Project Manager concerning USCG requiring the removal the lower flanged clean-outs from the forward and aft ends of each fuel oil tank. The flanged ends of both fuel oil tanks were removed insert plates installed and welded continuous. A new larger oval shaped cleanout bolted hatch (approx. 15" X 24") was installed onto the aft topside of each fuel oil tank and welded into place. Reportedly USCG inspectors witnessed air testing of each tank this morning and will return for hydrostatic testing as a final test.

The foregoing fuel oil tanks were observed and appeared to have been properly modified and welded.

The interior stairs are fabricated complete in-way of upper landing and workers were installing sheathing inside stairwell area.

The pilothouse is working with various communication, navigational and operational electrical components installing into the console. The following components (VHF radios, GPS, fire alarm warning panel, main engine controls, steering wheel and windshield wiper assemblies) were installed. Other associated equipment was installing behind the console with multiple cable and wiring connections working.

The exterior refrigerant lines near the air conditioner condenser units have insulation wrap installed and secured at each of the units. There is large aluminum box installed on the aft upper deck portside near stairs which appears to be for storage of Personal Floatation Devices (PFDs).

Second Catamaran Ferry "RTA 2"

The very forward hull sections having the inboard shell plating of both port and starboard hulls and underside of forward bridge section installed and ready for welding of plug holes.

Aluminum backing flat bars are approximately 80% installed on both port and starboard outboard sideshell in preparation for the aluminum side fender installation.

The aft end of main deckhouse where stairs are located is fabricated with structural plating members and the beginnings of the exterior stairs support to the upper deck.

Main deck port and starboard exterior plating along with the forward transverse exterior plating are installed having cut outs for future windows and door installation. The supporting main deck internal structural members (flat bars, gussets & flanged plates) at sides and overhead are installing approximately 90% and ready for welding to begin.

The port and starboard machinery space compartments are welded with small areas of weld corrections working internally.

The fuel oil tanks previously installed into the port and starboard mid-ship compartments will have to be modified (as shown in photos of "RTA 1") having the bottom forward and aft clean-out bolted flanges removed with an insert plates installed in their place and welded continuously. A single large 15" X 24" oval bolted hatch for future access/cleanout will be

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installed onto the aft end of each tank as directed by USCG.

Discrepancies

Reportedly USCG did not accept installation of lower forward and aft access/cleanout bolted flanges of the fuel oil tanks. Assuming Metal Shark preformed detail drawings for construction of RTA Catamarans, the fuel oil tanks should have been presented to USCG for review before fabrication. Presenting drawings to USCG in a timely manner for review, comments and/or changes would have prevented a costly nonconformity with subchapter T regulations.

General:

First Catamaran Boat "RTA 1" will continue outfitting operational and navigational electronic and electrical controls, components and other associated equipment inside wheelhouse, machinery space and main deck switchgear control room. Seating inside the deckhouse and upper deck are expected to begin installing.

Second Catamaran Boat "RTA 2" will continue fabricating with welding of main deck internals and installation of exterior port and starboard hull aluminum fendering. The pilothouse is expected to begin fabricating soon.

I spoke to Brandon Dorian, Project Manager concerning keeping me updated of any problems and/or changes associated with the upcoming dock and sea trials. Brandon and John Freeman said it looked like the dock and sea trials would be delayed until the week of May 28, 2018.

Photos were taken during this visit and are included as part of this report

My next visit is during the week of May 21, 2018

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

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Views of ceiling tiles installed inside deckhouse from aft port looking forward



Another view from the forward port side inside deckhouse looking aft

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"RTA 1" First row of outboard seating installed on the starboard and portside (below photo) 5/17/18



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Boat crew room located forward centerline of main deckhouse with A/C unit and electrical circuit panel installed

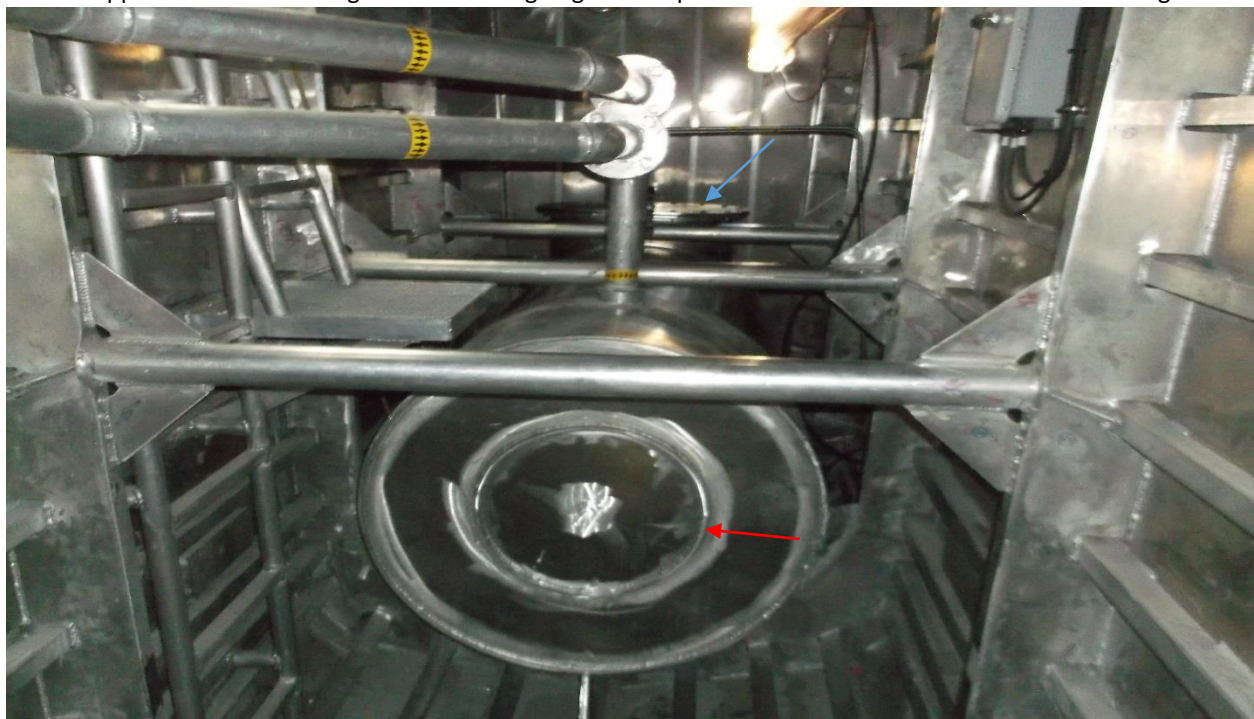


Upper photo inside switchgear electrical room having 24volt operational panel installed

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Opposite side of switch gear room having large circuit panel installed with electrical cables installing



Fuel oil tank changes made as per USCG requirements. Red arrow is where forward original clean-out flange was removed and plate installed in center. Blue arrow is where new larger oval topside bolted hatch was installed

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Aft side of tank, red arrow is original flange removed and blue arrow showing new larger oval bolted hatch

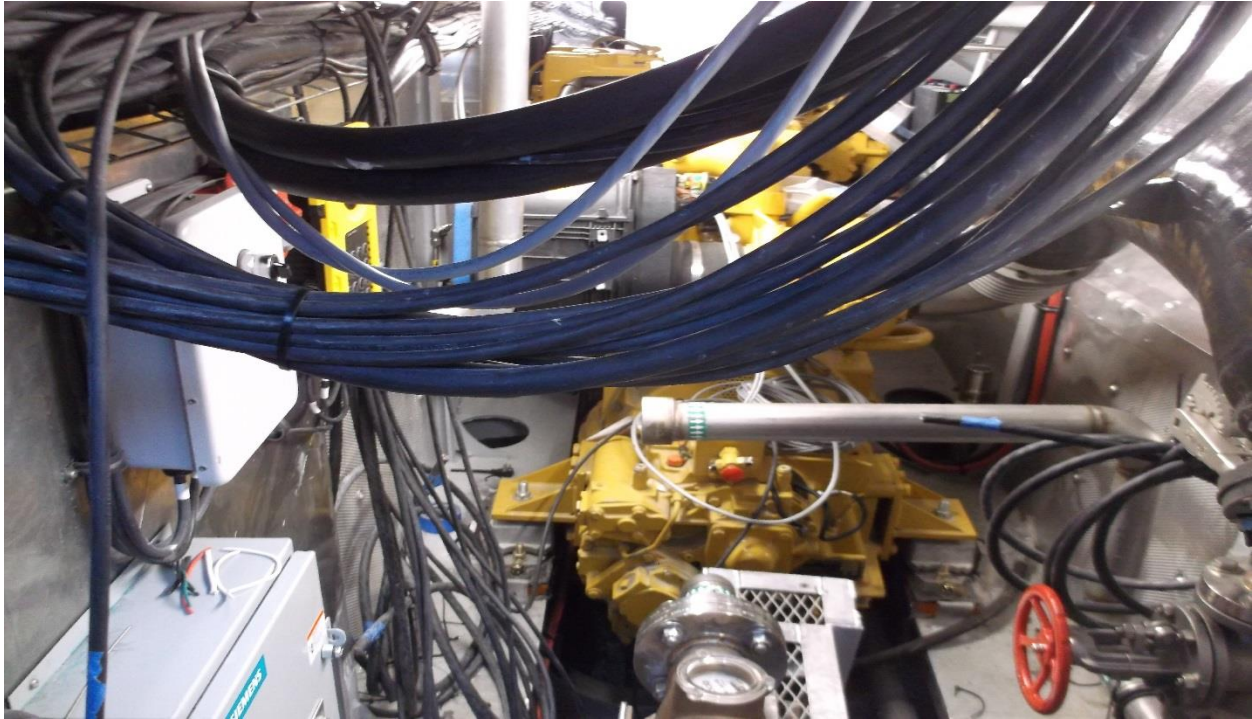


View inside starboard hull machinery space aft end of main propulsion engine

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View inside port hull machinery space, aft end of main propulsion engine



Views of electrical and electronic equipment outfitting in the pilothouse

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Aft end view "RTA 2" building inside shop having upper deck overhang structure installed 5/17/18



Starboard side view having main deck side plating installed with window framing supports

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Forward starboard bow with worker fitting plating at gunwale (main deck plate edge) area



View of forward portside having upper main deck plating from gunwale upward and aft installed

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Worker installing supports above double door opening inside aft starboard side of deckhouse



View of internal structural members installed around windows on starboard side ready for welding

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Forward and aft views inside main deckhouse with fabrication of internals working on aft end



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Portside bow area having supports installed to side plating



Forward end exterior view of main deckhouse fabricating

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Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of May 24, 2018

First Catamaran Ferry "RTA 1"

The deckhouse was observed having 80% of the seats installed with the port side seating arranged with pedestals for table top installation.

The air condition system was operating within the interior of the deckhouse and upper pilothouse with noticeable cooler dryer air throughout. Both ADA and regular bathrooms having the toilets and sinks installed with electrical cables working in joint walls.

The interior stairs from deckhouse to pilothouse were having the prebuilt handrail installed.

The electrical switchgear room and aft storage room continue with additional system monitoring panels installed and electrical circuit panel wiring connections.

The aft exterior main deck was observed having bicycle racks installed and machinery space blower fans previously installed with electrical control cables.

The electricians were working in the machinery spaces, steering compartments and inside the pilothouse with mechanical and navigational system control panels and wiring connections working in different stages. The pilothouse was noted having VHF radios, (AIS) Automatic Identification System, main engines LCD monitors, searchlight controls and lighting control panels along with above console housing for flat screen monitors.

Outboard port and starboard wing stations are having electrical cables pulled for installation of vessel operation controls.

The upper deck area has seating installed and HVAC condenser units having expanded metal guards installed in-way of side and aft coils of each unit. The top of pilothouse has radio antennas, radar screen and searchlight installed.

May 28, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries

The aluminum box for Personal Floatation Devices (PFDs) will install between the two HVAC condenser units and will also act as a guard against passengers entering the area.

Second Catamaran Ferry “RTA 2”

The exterior hull bottom plating seams are welding approximately 60% with areas of the port and starboard hulls sections working. The port hull exterior forward inboard shell plating was observed having plug holes and plating seams welded.

Workers were installing the bow thruster piping through the port and starboard hull sections from inboard to outboard. The port and starboard stern tubes (for future installation of propeller tail shafts) were installed with alignment wires ready for welding.

The aft exterior of main deckhouse having stairs installed with the upper deck overhang having final exterior plating with internal supports installing.

The internal structural supports of deckhouse are in the early stages of welding on the aft end and mid-ship overhead area members.

The pilothouse is fabricating having the aluminum exterior plating installed with workers fitting final overhead aft plating and internal supporting structural members approximately 80% fabricated.

Discrepancies

None detected during this visit

General:

Met with Metal Shark management David Freeman, Commercial Project Manager and Brandon Dorian, Project Manager concerning upcoming dock and sea trials of the first Catamaran Boat “RTA 1”. The week of May 28, 2018 is presently scheduled for Metal Shark to start up main engines and generators and start their in-house shakedown of mechanical systems. Week of June 4, 2018 is reportedly when Metal Shark will conduct dock and sea trials and testing in accordance with the contract requirements.

Second Catamaran Boat “RTA 2” will continue fabricating with welding of main deck and pilothouse internals. The exterior port and starboard hull plating seams are expected to weld out with aluminum fendering to install thereafter. Internal hull welding of the forepeak compartments is to continue with plate seams after structural member welding.

May 28, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

Photos were taken during this visit and are included as part of this report

My next visit is during the week of May 28, 2018

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

c: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.

May 28, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



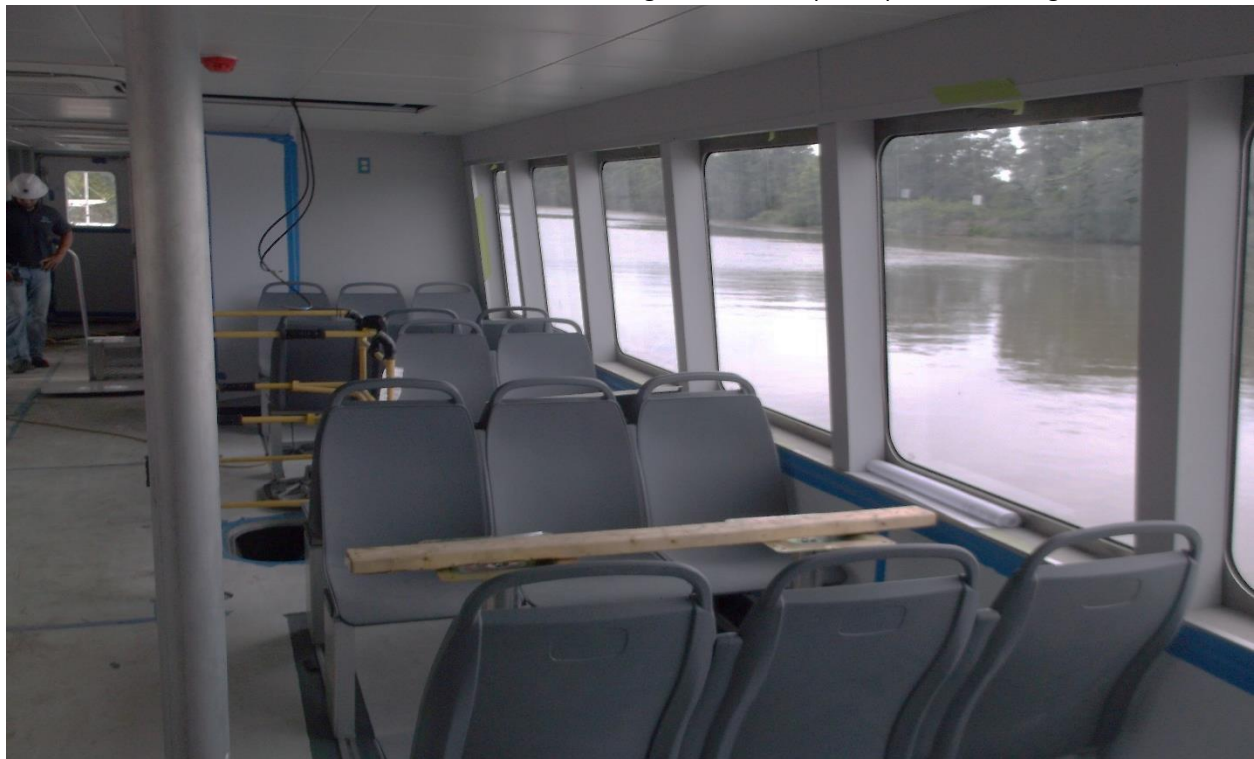
Forward and aft views of "RTA 1" during outfitting



May 28, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View inside deckhouse starboard side looking aft and lower photo portside looking aft



May 28, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of pilothouse console working with more equipment installing



Typical view of vessel wing operation stations having cabling pulled in preparation for installation of controls

May 28, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Upper deck having seating and guards installed at sides and ends of HVAC condenser units. Above pilothouse the radar screen, VHF radio antennas and PA speakers are installed.

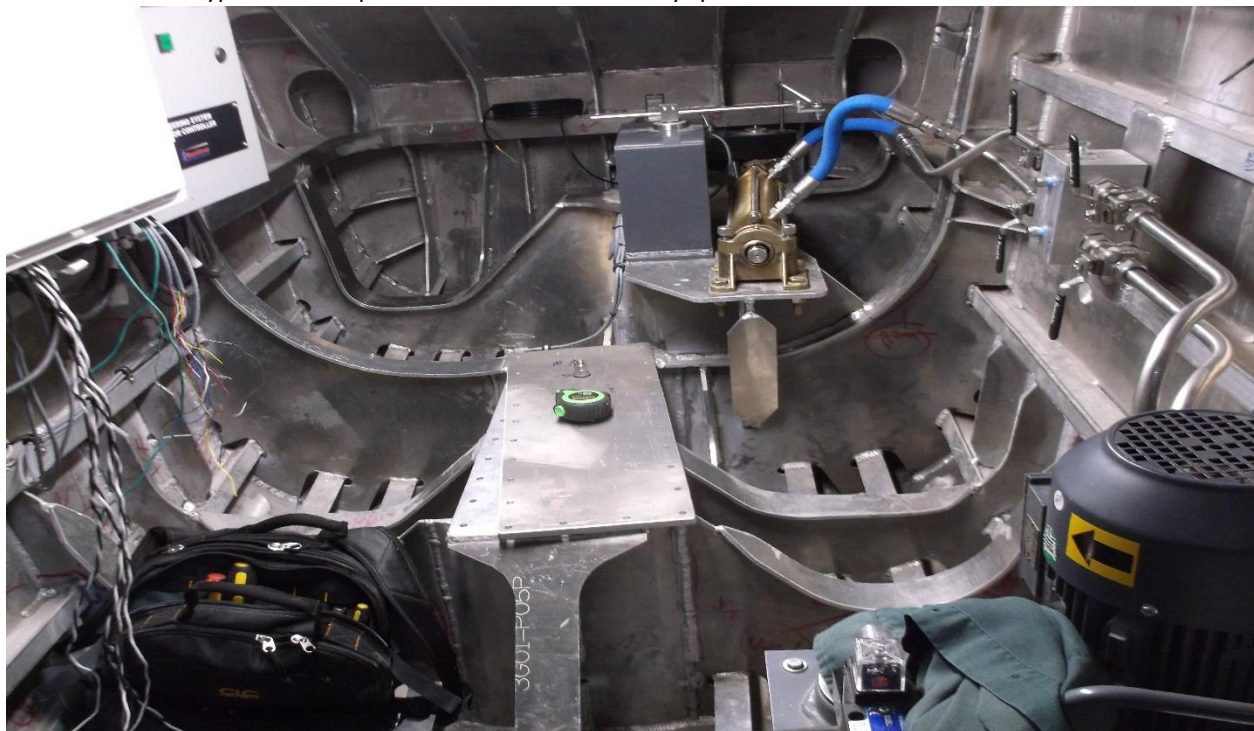


View of aft main deck having bicycle wheel racks installing

May 28, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Typical view of port and starboard machinery space exhaust air blowers installed



Typical view of port and starboard steering equipment with electrical control panels making connections

May 28, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Aft portside view of "RTA 2" having final structural members installed on upper deck overhang



View of pilothouse structure fabricated with internal supports installing

May 28, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Typical views of bow thruster piping installing into port and starboard lower hull plating sections



May 28, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Welders working internals of aft bulkhead and forward overhead structural members of deckhouse



May 28, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Workers installing final overhead plating sections aft of pilothouse



View of upper deck structural support beams with end plating starting to install

May 28, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Views of port and starboard aft hull bottom having stern tubs (propeller tail shaft housing) installed





June 3, 2018

Subjects: Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferries "RTA 1" and "RTA 2", constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of May 31, 2018

First Catamaran Ferry "RTA 1"

Metal Shark continues with outfitting having all seating and tables installed in the deckhouse with only small areas of sheathing details around doors and electrical cable accesses to address. The electrical contractor Coast Wide Electric is at work in the machinery spaces, steering compartments, crew office, pilothouse and exterior wing control stations, all in different stages of wiring connections and component installation.

Louisiana Caterpillar technicians were on site to begin preparing main and generator engines for startup with engine coolant installing.

Second Catamaran Ferry "RTA 2"

Work is continuing on the hull exterior plating seams with port hull approximately 80% welded and the starboard working approximately 70% welded. The bow thruster pipe housing is installed with the outer tie-in bar installing around the perimeter between shell plate to pipe housing.

The deckhouse continues welding with approximately 60% of internal structural members welded with two welders working in different areas.

The fuel oil tanks having the previously installed large inspection/cleanout flanges removed from the ends with insert plates installing in accordance with USCG requirements. The single top side oval bolted flange/ access/cleanouts were observed installed into each tank ready for welding.

Main deck hatches were installed in-way of machinery space, aft steering compartments and all other hull void compartments of both port and starboard hulls. The main deck bow exterior

(mooring/fueling area) has the supporting structural members installed and welded on the port and starboard sides.

The upper deck having the forward and aft areas of deck plating installed with side guard plating approximately 80% installed around the perimeter. Workers were noted fitting the forward portside access gate next to pilothouse.

The pilothouse interior having the precut console face plate installed with internal supporting plate sections preparing to install.

Discrepancies

None detected during this visit

General:

I met Joel Casey was with Brandon Dorian, Project Manager during this visit. Joel was observing the vessel with emphasis on operational, navigational and communication equipment on the vessel. Joel had questions about the cathodic protection of the vessel as far as what type of anodes were installed onto the underwater areas of hull and metering of stay current which are causes of electrolysis (galvanic cell action). Brandon Dorian, Project Manager directed Joel to meet with the Quality Control Department for further information concerning this matter.

Metal Shark appears to be behind as far as what we were verbally told last week concerning "RTA 1" which were expected to have the main engines and generators online with Metal Shark performing their inhouse testing and shakedown of system. There appears a considerable amount of electrical and electronic systems still working to complete onboard the vessel. David Freeman, Commercial Project Manager said they have the electrical contractor working 12 hours per day with the hope of having the vessel ready next week for dock and sea trials. Brandon Dorian, Project Manager was not available for further discussion concerning schedule dates. We expressed the need for dock and sea trial dates to allow us to prepare to be onsite for the events.

Second Catamaran Boat "RTA 2" will continue fabricating with welding of main deck, pilothouse and hull void compartments. The fuel oil tanks will continue working and will be observed as a follow-up of changes made as per USCG requirements. Externally the starboard side hull seam welds are to continue working with welding to start on the bow thruster housing into the port and starboard hulls.

June 3, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

Photos were taken during this visit and are included as part of this report

My next visit is during the week of June 4, 2018

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

c: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.



June 3, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



"RTA 1" views of port and starboard side fixed tables and seating in the main deckhouse 5/31/18



June 3, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

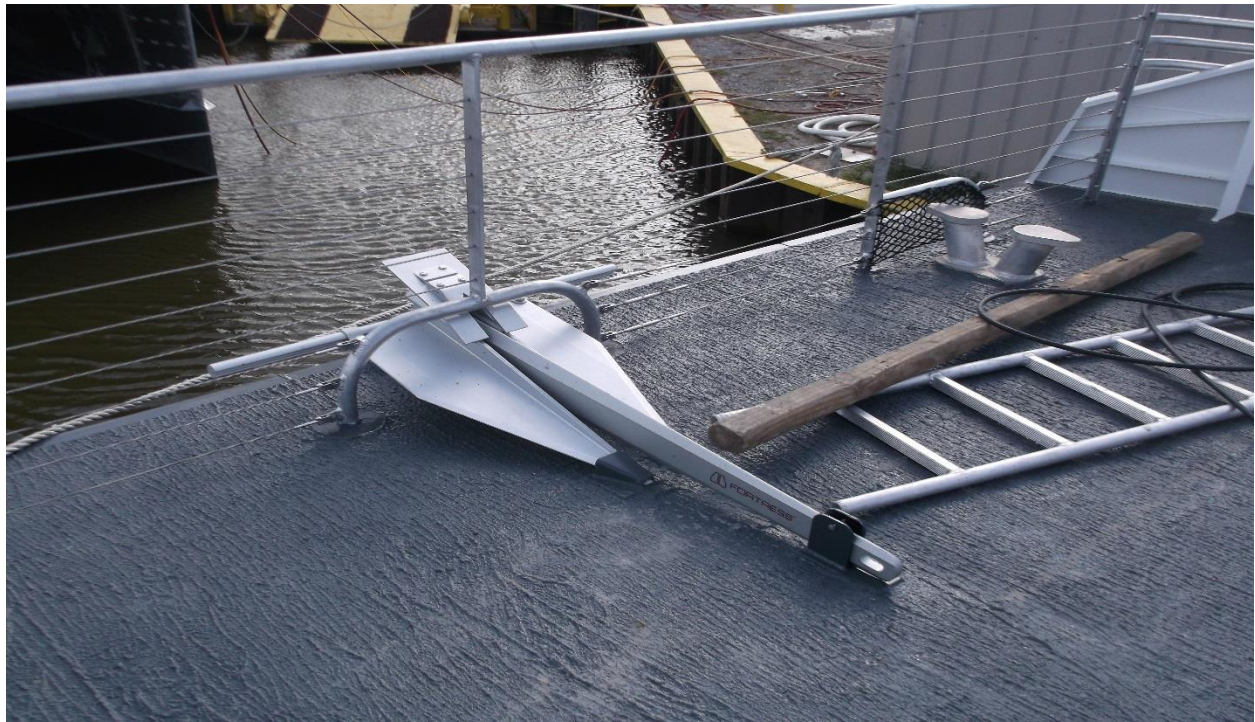


View inside no.2 starboard hull void having bow thruster control panels with electrical cables pulled ready to install



View inside no.2 port hull void having bow thruster control panels with electrical cables installed

June 3, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



View of anchor installed onto the bow end of vessel



View inside crew room with electronic mainframe working

June 3, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View inside pilothouse with most of components installed and wiring connections working everywhere



View of starboard side wing control station working with main engine controls installed

June 3, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



Overall view of upper deck from aft end



View of life preservers (PFDs) placed into the holding box of upper deck

June 3, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



"RTA 2" forward portside view 5/31/18



Closer view with worker installed outer tie-in bar onto the port bow thruster housing pipe to shell plating

June 3, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of forward hull starboard side with lower shell plating seams welded



Typical view of fuel oil tanks having forward flanges removed as per USCG requirement with insert plate fabricated ready to install

June 3, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Typical internal view of fuel oil tanks with insert plate installed ready to weld



Typical view of new access/cleanout bolted flange installed onto fuel oil tanks

June 3, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of upper deck port and starboard side having side guard plates installing



June 3, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Another view of upper deck plating tack welding at seams



View of precut aluminum console face panel installed

June 10, 2018

Subjects: Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferries "RTA 1" and "RTA 2", constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of June 6, 2018

First Catamaran Ferry "RTA 1"

Arrived this morning expecting Metal Shark to be performing their inhouse testing of main engines and generators but only having the starboard generator operating. The electrical contractor Coast Wide Electric just received a large circuit breaker for the port bow thruster from the shipyard which was reportedly on backorder, thus delaying testing. Most electrical work is reportedly done with exception of the foregoing. The electrical contractor is expecting to start some initial testing of systems using the power from the generators.

The pilothouse electronics and components are installed with camera technicians presently setting up cameras on flat screen monitors and working on the mainframe components inside the crew member office area.

The TV monitors are installed throughout the deckhouse with HDMI cable expecting to install soon for connections and testing of system thereafter.

Reportedly there were issues with sea chest piping of both main engines and battery charger of starboard main engine, see discrepancies below.

Second Catamaran Ferry "RTA 2"

Welding of hull exterior plating seams continues with a weld working the aft end of port hull bilge and bottom seams approximately 85% welded. The starboard forward hull bottom longitudinal and side shell plating seams are working approximately 75% welded.

The bow thruster pipe housing penetrations were observed welded externally with the outboard starboard side left to weld.

Workers were installing formed aluminum hull side fendering with port hull side having fendering installed and the starboard hull side fendering approximately 60% installed.

The internal welding of stern tubs (propeller shaft housing) were welded internally of both port and starboard machinery space compartments.

Fuel oil tanks were observed inside the port and starboard hull compartments without any notable progress from last week.

Large electrical conduit piping is installed from main deck bridge area centerline in-way where crew office and stairwell are located. Other penetrations were noted on the bow bridge area for future fuel oil fuel and vent piping and hull compartment vent piping.

The deckhouse internals continue welding approximately 85% with two welders working the overhead mid-ship and forward areas.

The upper deck is working with handrails stanchions and piping approximately 70% installed along sides and forward walkway from portside of bridge area to ladder leading to main deck.

The pilothouse is welding internally and externally approximately 20% welded. Control console structure is installed having the upper tubing supports and portside of console plating fitted ready for welding.

Discrepancies

"RTA 1", The sea chest piping and strainers was removed from both hull machinery spaces with starboard machinery having been modified and reinstalled. Reportedly the piping strainers were install to high thus lowering main engines water pressure below acceptable levels according David Freeman, Commercial Project Manager. The piping is being modified to lower strainers to correct the problem but has delayed Metal Shark from their initial testing of the main engines.

Starboard main engine battery charger reportedly malfunctioned overcharging the batteries thus requiring replacements. Metal Shark was removing the batteries and charger during my visit.

June 10, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

In my opinion:

The Dock and Sea Trial booklets presented on the afternoon of Friday, June 8, 2018 are not in accordance with the RTA 3.4 Technical Specifications which was prepared by Metal Shark. As stated on page 16, section 062, Dock Trials: At least two weeks prior to dock trials, the Contractor will present an agenda to the Owner for review and comment. Page 9, section 033 SPEED (which is part of sea trials) states the Contractor shall submit a simulated plan to the Owner for approval within 30 days prior to trials.

I briefly reviewed the dock and sea trial booklets which appear to be sufficient but their (Metal Sharks) lack of and/or late planning should not become an emergency on RTA/Transdev part.

According to the schedule, trials will begin on Monday, June 11, 2018 and I plan to be at the yard tomorrow morning.

General:

Second Catamaran Boat "RTA 2" will continue fabricating with remainder of hull side fendering, upper deck handrails and seating foundations. Welding of hull exterior side seams and internal structural members inside the main deck and pilothouse areas are expected to continue.

Photos were taken during this visit and are included as part of this report

My next visit is during the week of June 11, 2018

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

c: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.

June 10, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



"RTA 1" Views inside main deckhouse portside with TV monitors installed 6/6/18



More view of TV monitors installed at mid-ship and aft starboard side

June 10, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Monitor installed forward starboard inside deckhouse Starboard wing control station with controls installed



Portside wing control station with controls installed Starboard Machinery space, view of sea chest piping

June 10, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of aft and forward life rings and hailing station 6/6/18



'RTA 2" portside with fenders installed and welder working aft lower longitudinal plating seam 6/6/18

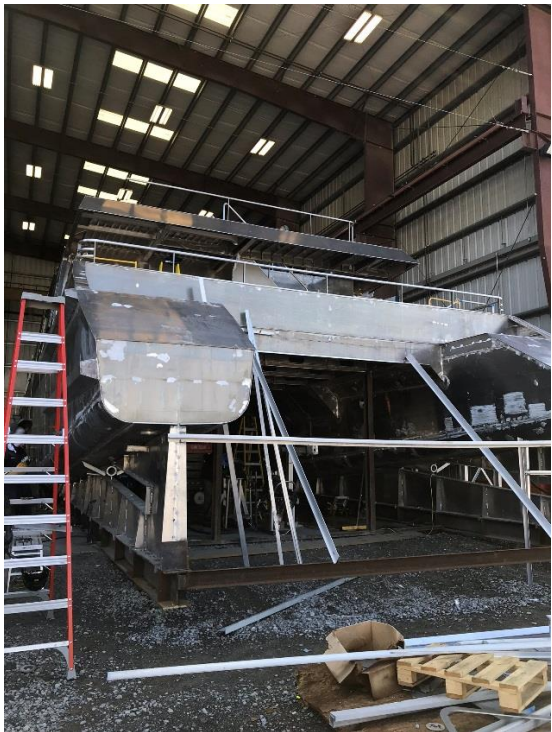
June 10, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Starboard side fenders installing and welder working the longitudinal bilge shell plating seam



Aft portside view "RTA 2"



Bow deck with handrails and cleats installed

June 10, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Upper deck with handrails installed and welding of pilothouse structure welding



View inside pilothouse and forward starboard exterior having outer perimeter plating stanchions



June 17, 2018

Subjects: Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferries "RTA 1" and "RTA 2", constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visits of June 11, 12 & 14, 2018

First Catamaran Ferry "RTA 1"

Monday, June 11, 2018

Joel Casey, Transdev Marine Operations Superintendent and I arrived early with the anticipation of starting Dock Trials as noted in Metal Sharks schedule from last week.

Draft readings were taken this morning from the portside bow 4'-6" and stern 4'-3". Sandbags were placed into all deckhouse seating simulating passengers in every seat available. Saturday, June 9, 2018 Metal Shark reportedly had taken the vessel on its maiden voyage for their initial test run. Reportedly wake wash energy density testing was performed by a third party to verify levels at the service speed of 20 knots during that time. David Freeman, Commercial Project Manager and Brandon Dorian, Project Manager both stated the vessel ran very well and wake wash test results were good. We are awaiting results from the third party who performed the wake test.

There were a lot of workers in various areas of the vessel with it not appearing as far along as expected having many areas (heads, storage, electrical switch gear, machinery spaces) being worked with tools and other equipment scattered about.

Brad Gainey, USCG, CWO arriving this morning and met with Joel and I concerning Dock Trials which we would be participating with Chris Vanderkamp, Metal Shark, Quality Control coordinated the trials. We starting with observation of the navigational lights on the pilothouse all appearing acceptable. The bilge pump system testing of both port and starboard hull void compartment was tested next. Bilge pumps were tested pumping water from a five-gallon bucket using the local controls at each station with all pumps acceptability working. There were issues with bilge pumps remote control in the pilothouse and location sensors which Metal Shark had technicians working to correct in preparation for follow up testing.

June 17, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries

Proceeding with inspection of safety equipment (life preservers & fire extinguishers) observed by USCG Brad Gainey having issue with children life preservers located in aft exterior storage location with no placards inside the deckhouse to direct passengers to where they are located. Placards were later installed to port and starboard sides above windows but not adhering well to the sheathing. The adult life preservers in the were located under seating throughout deckhouse. The upper deck has a storage box with adult and children life preservers separated for easy access.

Fire extinguishers were observed with some being of the wrong type and not properly classified on the Fire Safety Evacuation Plan. The Fire Safety Evacuation Plan was observed having some missing symbols (smoke alarms) and others improperly located. Metal Shark made corrections to the plan with USCG approval on Tuesday, June 12, 2018.

USCG, Brad Gainey, CWO observation of the fire pump and secondary bilge/fire pump were noted lacking the required pressure gauges and there was an issue with the remote controls inside the pilothouse. Metal Shark corrected the issues and the system were tested that afternoon. Both forward and aft fire stations were tested with pumps having pressures exceeding the 60psi requirements (at pump discharge) and each station was noted having sufficient nozzle spray and stream with the ability to reach all areas of the vessel.

Tuesday, June 12, 2018, returned to Metal Shark this morning with follow up testing of the bilge alarm sensors. USCG, Brad Gainey, CWO witnessed the electronic sensors in the pilothouse as I witness activation of each sensor in the both port and starboard hull void compartments. All areas were acceptably tested.

The CO2 fire suppression system was tested in the machinery spaces with the generators and main engines running. The air intake and exhaust fan automatic damper louvers were observed closing as the system was activated in a test drill without CO2 release. The system worked as designed including associated lights and siren alarms.

Late morning approximately 11:30am "RTA 1" departed the shipyard for sea trials with two Quality Control persons and six workers from the shipyard, along with licensed boat captain. Representing Transdev/RTA were Rob Rouyer, Joel Casey, Oscar and myself. The vessel was operated with a multitude of speeds, endurance and emergency crash stops test. Also performed was a full speed ahead, 12 knots maximum astern speed testing and circle turning maneuvers. The testing appeared acceptable everyone.

The wake from the vessel while at lower speeds was noticeably higher approximately 24" to 30" until the vessel was able to get on top of water running at higher speeds and wake appearing much lower.

Wednesday, June 13, 2018, reportedly Metal Shark had taken "RTA 1" out with a Third-Party Noise and Vibration Specialist for testing four (4) hours fully loaded (simulated with sandbags) and four (4) hours half loaded (simulated with half of sandbags removed). We are waiting test results.

Thursday, June 14, 2018 "RTA 1" reportedly having the sandbags removed from vessel on the second shift. Presently the electrical contractor was installing HDMI cable into the overhead raceways throughout the main deckhouse for all TV monitors. Others workers were performing various task in pilothouse, hull voids, deckhouse, heads and electrical switchgear room.

Joel Casey and I returned this morning to review the RTA 3.4 Contract Technical Specifications to ensure the vessel is built and equipped as specified. The following preliminary punch list items were noted for correction:

1. The ladders inside forward and aft machinery spaces have the top rungs do not allow full footing when entering compartment due to interference with electrical cable raceway. The aft machinery space ladder having the bottom rung in line with lower longitudinal structural member thus not allowing full footing (**safety issue**).
2. Direct Current DC main battery terminal having multiple wire connection lugs exposed in the machinery spaces which could possibly be a **safety issues** of arc grounding and/or shock to someone entering the area.
3. The starboard generator exhaust flange (manifold to piping) is exposed in need of insulation (**safety issue**).
4. The port machinery space exhaust piping is secured with flat bars and bolted. Due to engine movement and heating the piping should have vibration isolators like the starboard machinery exhaust piping (**discrepancy**).
5. The fuel and lube oil filters of main engines having a small built-in formed plastic catch basin which doesn't appear large enough to hold fluids from filters and could possible leak into bilge area. The bilge is not ease to access if cleaning is needed (**possible safety and/or fire hazard**).

June 17, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

6. Floor plating should be installed inside machinery spaces especially at bottom of ladder landings and at sides of propulsion shaft (**safety issue**). Floor plating is specified on page 26, section 211.1, Floor plates and gratings. The aft port and starboard number 5 voids having steering gear, potable water and gray water tanks with associated pumps and electrical control equipment are also in need of floor plating.
7. The bilge pump which doubles as a secondary fire pump has control valves for closing overboard discharge and opening fire main piping. Both of these valves are hard to identify and operate as they are located behind exhaust system. In an emergency it would be hard to access valves quickly (**operational & safety issue**).
8. The overhead perforated sheathing in machinery space at aft port hatch is loose and snags clothing when entering through hatch (**safety issue**).
9. Fuel oil fills and containments noted in the contract technical specification, page 39, section 352 states a graduated fuel level gauge for each tank shall be located at the filling station and protected from the elements. There are no gauges located at this station.
10. All electrical circuit panels throughout the vessel need proper permanent labeling.
11. Sewage Holding, Treatment and Transfer Systems, page 39, section 370 of the technical specifications states a macerator-type pump shall be provided with an isolator valve on the suction side and controls located near the pump-off fittings. There is no electrical control on the deck by fittings, it is located inside the number 5 void by pump.
12. The compound (fire/water seal) used to seal off bulkhead and other passages throughout the vessel is questionable especially in hard to access areas (inside machinery spaces and other areas with many cables installed. (**possible hull integrity and/or fire safety issues**).
13. All equipment, piping and electrical switch and components are to have suitable markings for identification with color coded piping as prescribed in the technical specifications.

14. Both heads onboard need to have toilets connected in working order with all equipment installed and wall sheathing installed over internal service panels.
15. The entire vessel including both port and starboard hull void compartments are in need of cleaning.

Second Catamaran Ferry "RTA 2"

The vessel is welding inside the deckhouse, pilothouse and exterior of upper deck. The exterior fenders and hull plating seams continue welding. The vessel will be observed with more details during our next visit.

Discrepancies

See the foregoing punch list items pertaining to "RTA 1" from Thursday, June 14, 2018 which contain discrepancies, safety issues and other areas to address.

General:

As of Thursday, June 14, 2018 "RTA 1" had many areas throughout the vessel in need of finish work. Metal Shark appears to be rushing to complete the vessel but not very organized.

It is of my opinion that Metal Shark appears to lack direction in coordinating final outfitting and finish work of the vessel. The technical specifications which were prepared by Metal Shark and should be used as their guide to ensure all areas are being addressed in accordance with what is specified as per contract.

During Dock Trials it was obvious Metal Shark was not ready for USCG or our witnessing of operation of the bilge and fire pump systems and associated sensors as there were issues to address which slowed the process taking two (2) days to complete.

The fire block compound used to seal electrical control cable passages throughout the vessel appears poorly applied and questionable as far as sealing out water and/or fire from one compartment to next.

My suggestion would be to allow Metal Shark to complete the vessel and inform us when they have completed their obligations in accordance with the contract technical specifications. We can follow up with our inspection of the vessel thereafter.

June 17, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

Photos were taken during this visit and are included as part of this report

My next visit is during the week of June 18, 2018

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

c: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.



June 17, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Typical view of machinery space forward and aft access ladders with first rung inline with electrical cable raceway not allowing for good footing (safety issue)

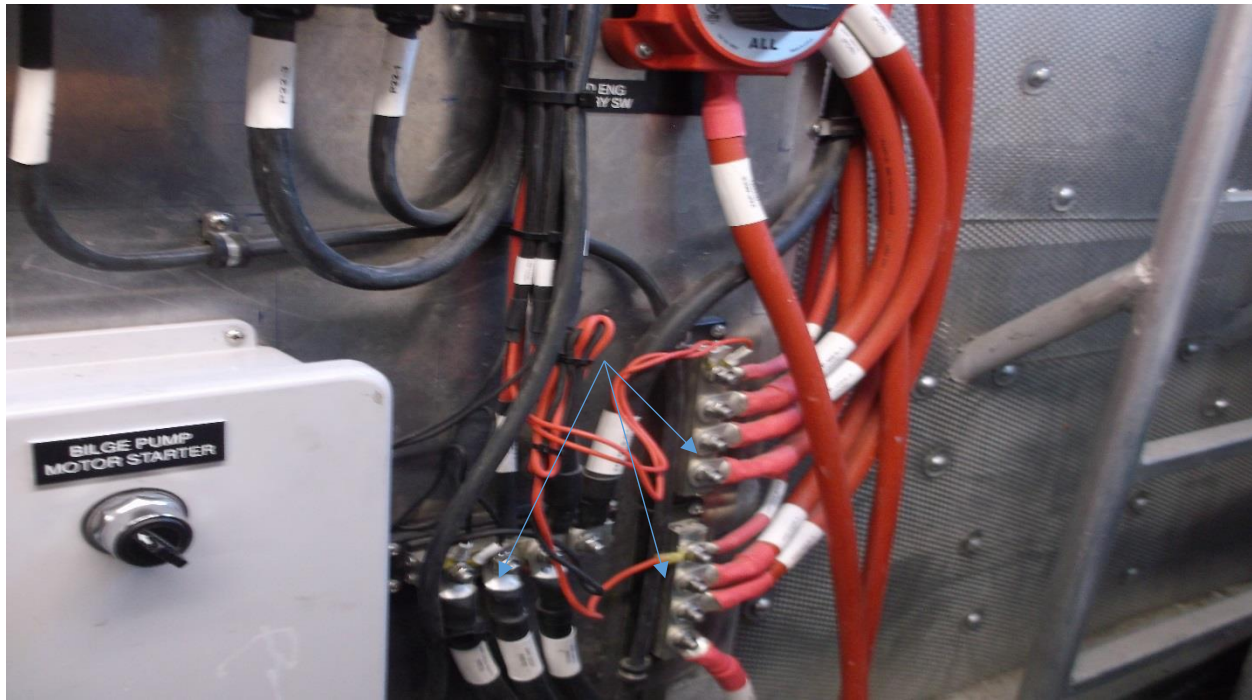


Typical view of main engine filters having a small catch basin at bottom which will not hold much fluids and would likely spilling into bilge area during filter changes (safety/fire issue)

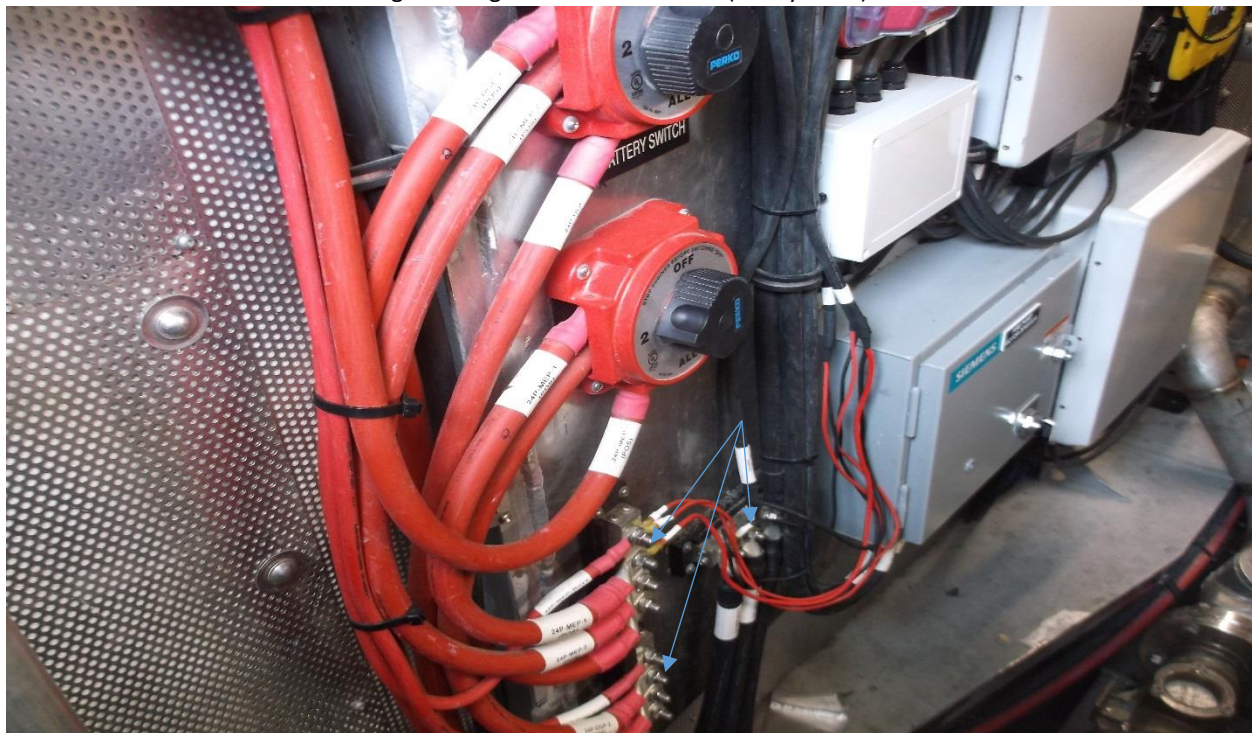
June 17, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



Typical views inside machinery spaces of exposed DC electrical terminal having exposed wire lugs, possible arc grounding and electrical shock (safety issue)



June 17, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



Unmarked panel appearing to be emergency shut down in machinery space



Areas inside aft machinery space in need of floor plating. Floor plates and gratings noted on page 26, section 211.1 of the technical specifications. Others areas in need of floor plates shown in the proceeding photos,

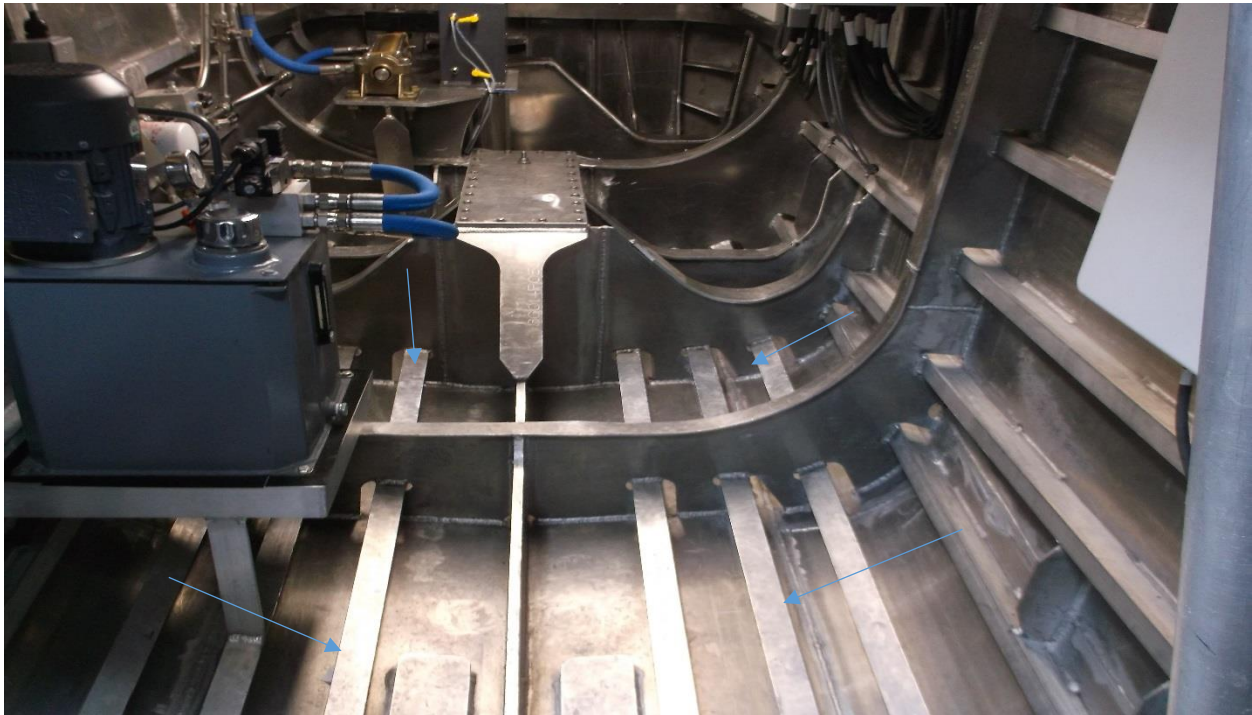
June 17, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



Typical view of aft machinery space ladder landings in need of floor plating (safety issue) also note bottom rung in-way side longitudinal member not allowing proper footing

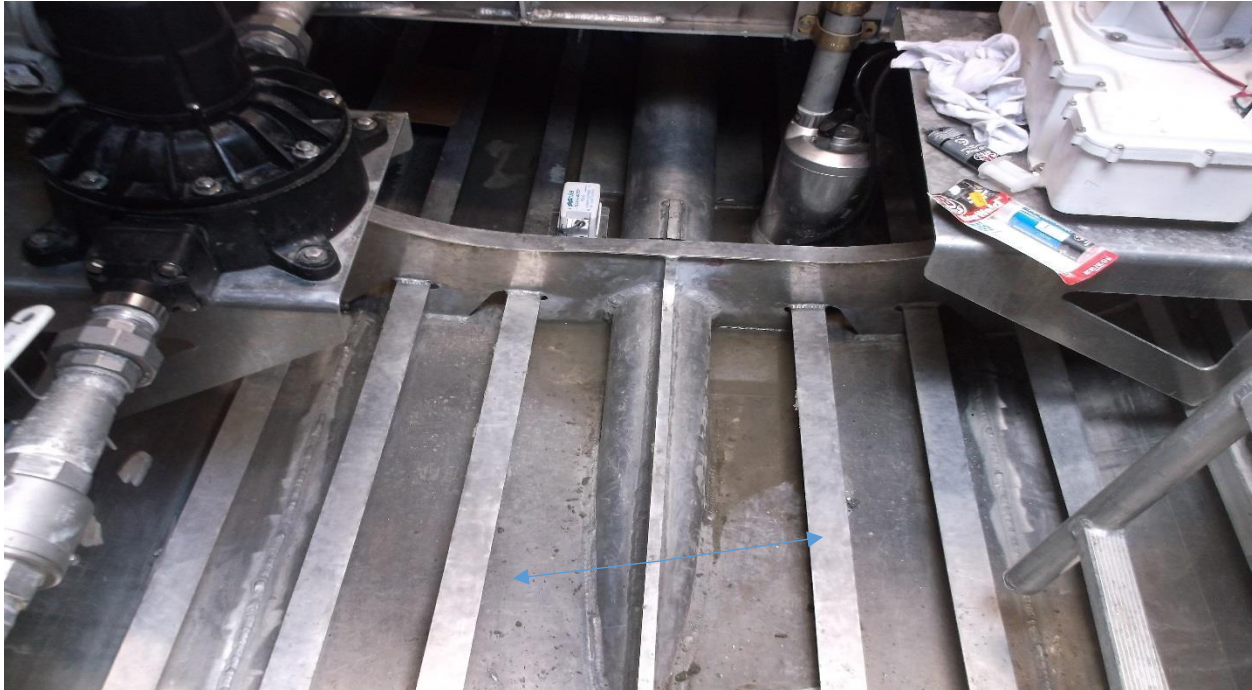


Typical forward view inside no.5 hull voids (steering & tank areas) in need of floor plating (safety issue)

June 17, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



Another aft view of no.5 void areas in need of floor plating

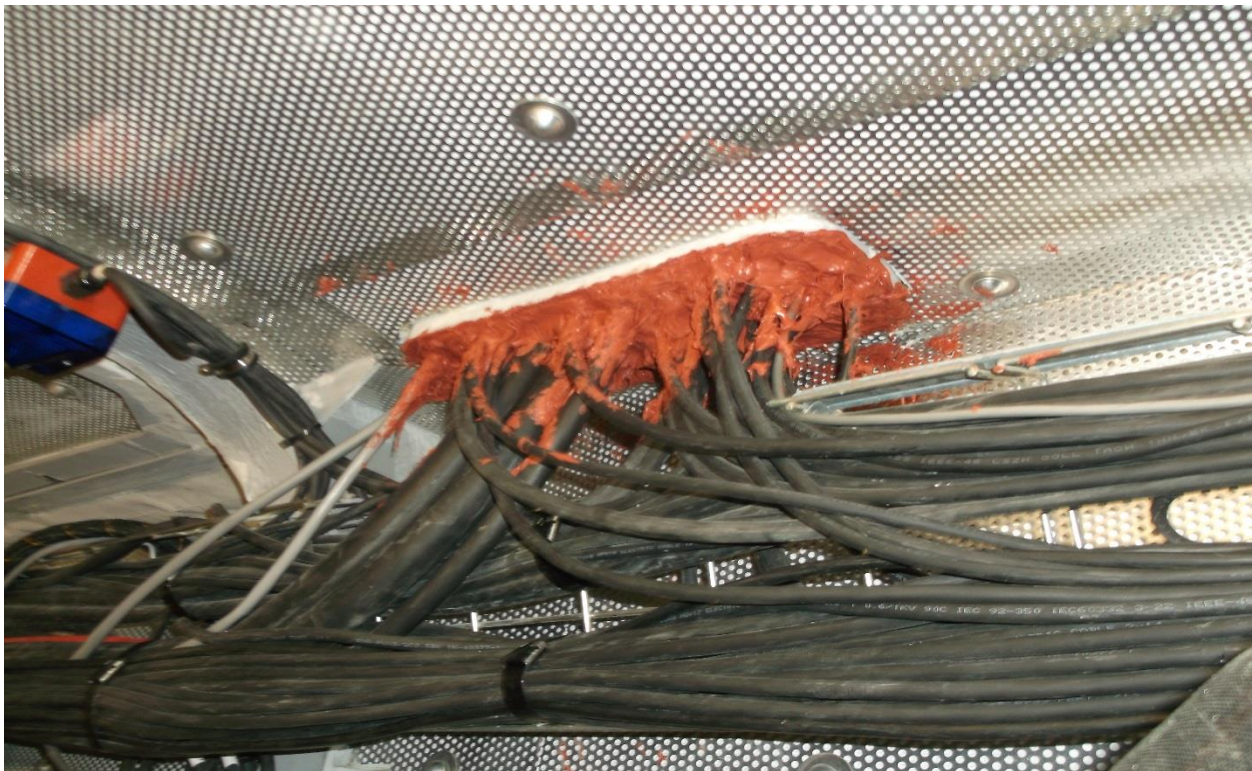


The switch as noted by arrow is for pumping off sewage tank; specification state it is on deck by the pump out fittings, see next photo

June 17, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



The arrows show the gray water sewage tank pump off location. Specifications state there is a control for pumping off here which is not there



Sloppy fire block compound with questionable sealing of cable passage area in machinery spaces (safety/fire issue)

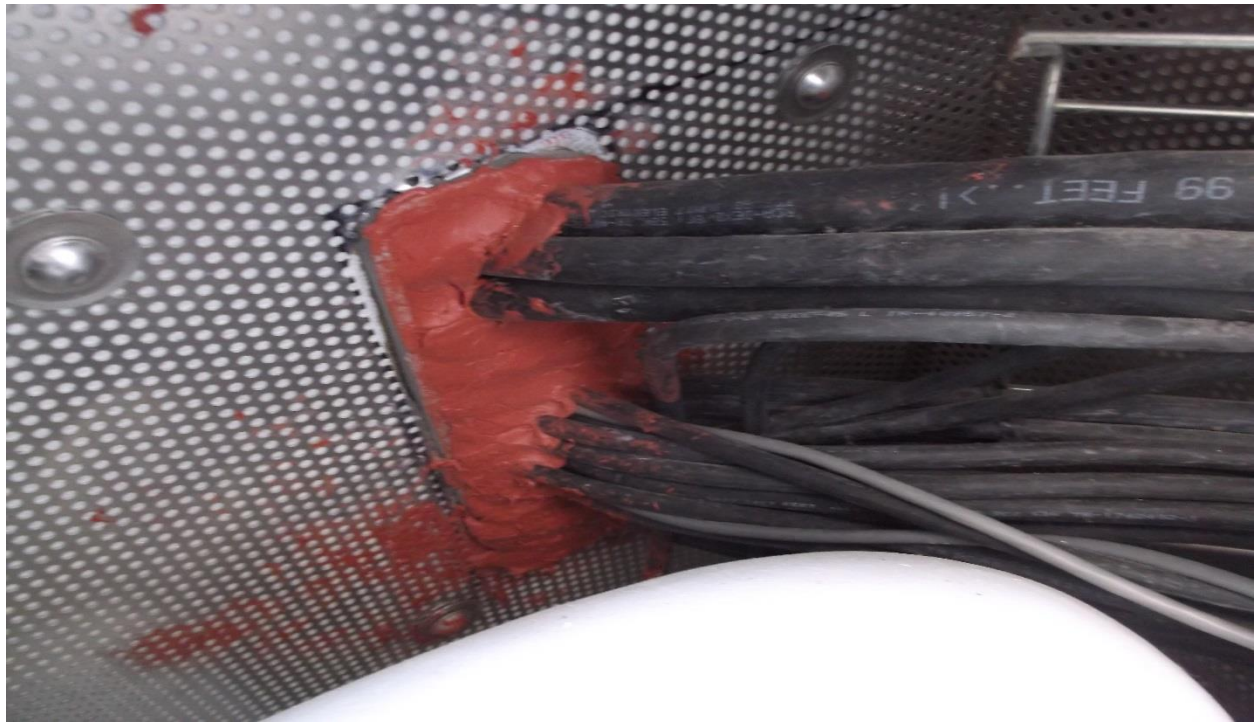
June 17, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



More sloppy cable passages with questionable fire block compound



June 17, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Cable passages behind exhaust system port aft machinery space



View of loose overhead perforated sheathing inside aft port machinery space hatch



June 29, 2018

Subjects: Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferries "RTA 1" and "RTA 2", constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of June 27, 2018

First Catamaran Ferry "RTA 1"

According to Metal Shark the vessel was completed as of June 15, 2018 and ready for delivery. Upon my observation I found items listed in the RTA #1 Pre-Delivery Requirements along with additional areas which should have been addressed by the shipyard.

The following deficient were listed as the following:

1. Number 1 port and starboard hull void compartments were found to have the lower watertight transverse bulkhead missing coupling plug.
2. Number 2 port hull void had liquid in the bilge and smelled of urine. There were grating clamps loose in need of tightening. Bow thruster local control panel is not labeled.
3. Number 2 starboard hull void having areas with grating clamps loose in need of tightening.
4. Number 3 port and starboard hull voids having the lower access ladder grating without securing clamps. The charger electrical panels were without identification label.
5. Number 4 port and starboard hull machinery spaces were observed not clean having dirt, trash and other debris with areas of dirty water in the bilges. A placard needs to be installed for operation of the bilge pump valves in order to use as a secondary fire pump. The control valves are not easy to find and/or operate as their location is behind the part of the exhaust system.
6. Number 5 port and starboard hull steering gear, gray and potable water tanks voids have a small section of grating at the bottom of ladders but was not secured with clamps. There was no grating from the ladders to aft steering equipment.
7. The deckhouse forward access door to the bow area is without a door hold-back.

June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries

8. The ADA head toilet should have water in the bowl and requires adjustment. The water supply valve and piping to the toilet are exposed and could be damaged and/or broken if stepped on.
9. The standard head toilet should have water in the bowl and requires adjustment. The water supply valve and associated piping is exposed and could be damaged and/or broken if stepped on.
10. The crew room Emergency light switch is not labeled.
11. The No Smoking labels attached above the deckhouse windows is peeling off of sheathing.
12. Life Jacket Donning labels at forward end of deckhouse are peeling off sheathing.
13. The pilothouse stairs "Watch your step" label had fallen off sheathing.
14. The aft shore power receptacle is not labeled. The electrical cable from receptacle to junction box is not connected.
15. The port and starboard handrail cabling outboard port and starboard sides near double doors having some of the cables loose and/or broken loose.
16. The water supply hose and associated pipe connection under the sink in the crew office is not secured to cabinet and could possibly break off.
17. The HVAC condenser units on the upper deck have the insulation of the refrigerant lines damaged in need of replacement.
18. The pilothouse console underside service door was observed with high temperatures inside and no detection of ventilation fans and/or louvers in console.

After our meeting with Metal Shark concerning the Pre-Delivery Requirements we returned to the vessel for continued observation and witness the following Pre-Delivery Required items (19, 20, 22, 27, 53 & 57) but no one from Metal Shark was available to demonstrate these items.

Second Catamaran Ferry "RTA 2"

The vessel reportedly was moved from the fabrication shop last week and placed into the final covered shed for final welding, testing and preparation for painting.

The vessel was observed having areas of the hull bottom plating seams being nondestructive tested using the Die-Penetrant Testing (PT) process with minor discrepancies marked for weld repairs. Two welders were working repairs concerning the foregoing NDT and other areas of welding under the center bridge section of hull.

Sea-chest piping was fabricated and welding on the aft deck area for the starboard machinery space. The port side machinery space having the sea-chest piping installed. Other welders were working fuel oil piping and through bulkhead cable passages inside the number 3 port void.

The port fuel oil tank was noted having the USCG required modifications welded. The starboard fuel oil tank having modification installed, not welded.

The aft port and starboard steering gear voids having foundations installed and welded for steering pumps, tiller rams and water tanks.

The deckhouse internal structure and plating seams are welded with insulation pins installed throughout. The pilothouse stairwell is installed and welded complete.

Upper deck seating and HVAC condenser foundations are installed and welded complete.

The pilothouse structure, console and exterior port and starboard wing stations were observed welded. The handrailing around the perimeter of the upper deck including the forward portside crew walkway and ladder to main deck is installed and welded.

A Quality Control worker was preliminary air testing the lower watertight area of forepeak in preparation for future USCG witnessing of test.

Discrepancies

"RTA 1" was not ready for delivery as expected. Metal Shark stated in our meeting that all items on the Pre-Delivery List were complete but were not. Metal Shark also failed to demonstrate the items requiring verification. Final cleaning of hull internals and other deficiencies were discovered during my observation of the vessel as noted above.

General:

First Vessel "RTA 1" will need to be observed again to ensure all items of the Pre-Delivery Requirements List and discrepancies noted above are complete for acceptance and delivery.

June 29, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

In my opinion:

David Freeman, Commercial Project Manager appeared upset and somewhat insulting, acting in an unprofessional manner towards my rebuttal of areas on the Pre-Delivery Requirements List which he attested as complete. Metal Shark appears resistant to completing the vessel in accordance with the contract technical specifications. The Pre-Delivery Requirement List was created to assist Metal Shark in their job of completing the vessel but appears to have caused them to resent our thoroughness to have the vessel completed as contracted. At this point my faith in David Freeman is nonexistent and feel Metal Shark should have someone better suited to accompany us during our next observation of the vessel.

Photos were taken during this visit and are included as part of this report

My next visit will be when directed by Transdev/RTA

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

c: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.



"RTA 1" under sink view of unsecured water piping and hose inside crew office



View of ADA head exposed water supply piping and control valve to toilet

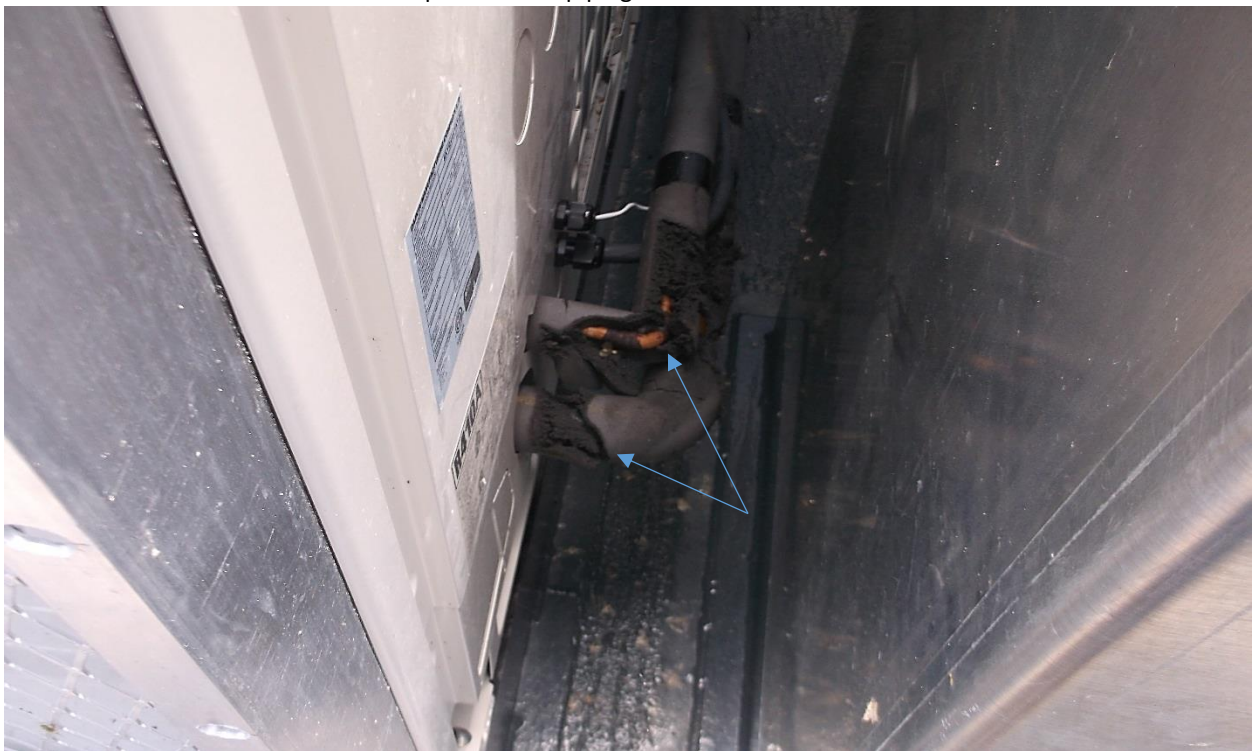
June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of exposed water piping under sink of standard head



View of damaged refrigerant tubing insulation at HVAC condenser units of upper deck

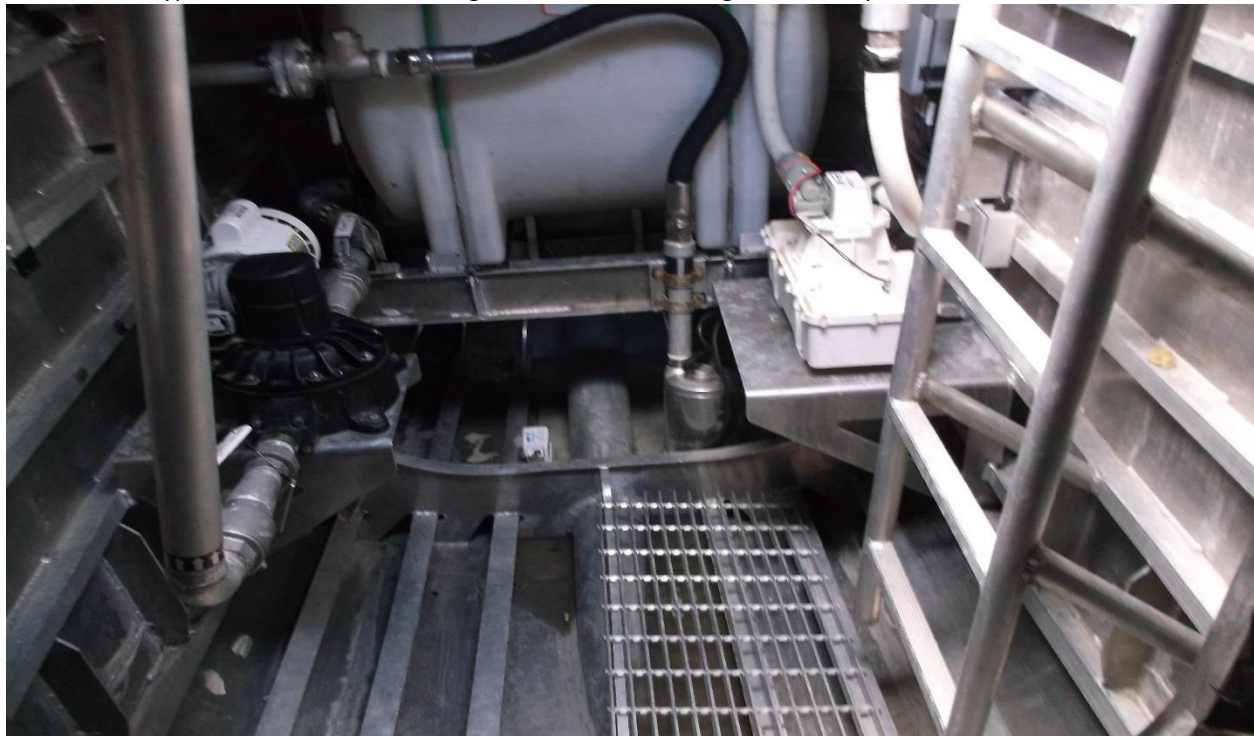
June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Typical view of electrical charger unit without labeling inside no.3 port & starboard voids

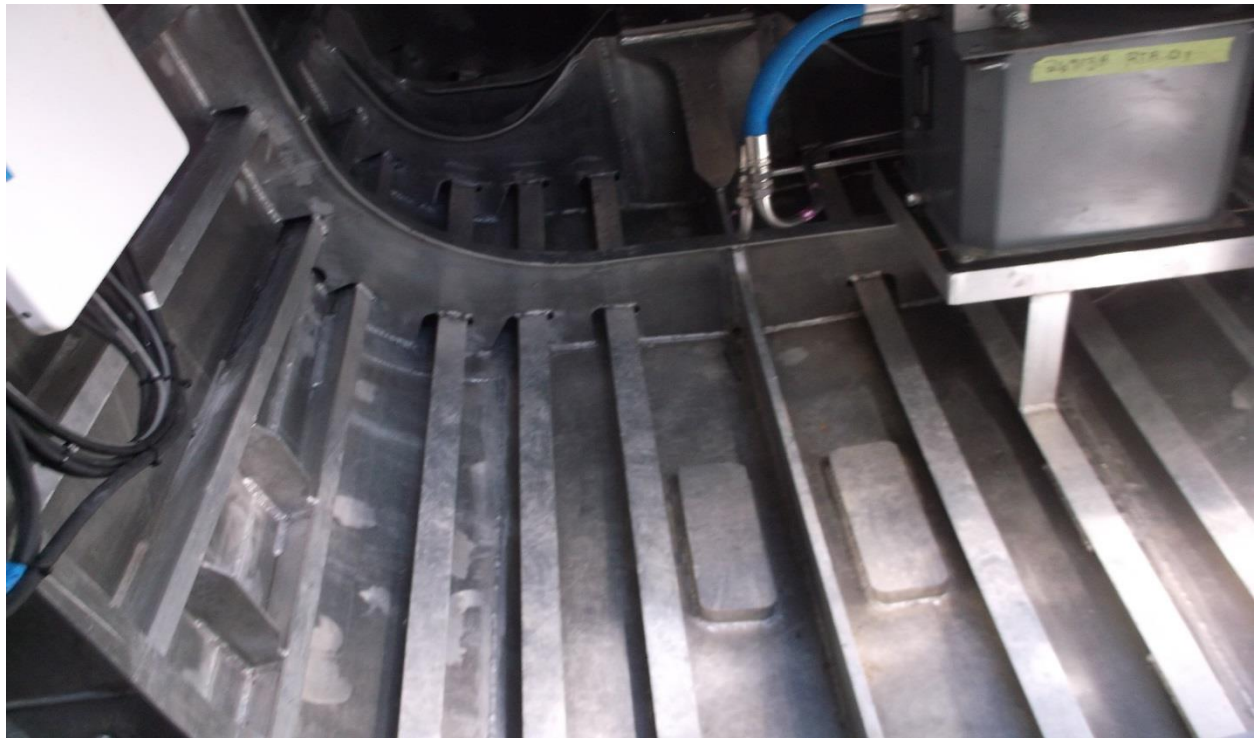


Number 5 starboard steering void grating not secured

June 29, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



View of loose grating inside no.5 port steering gear void



View looking aft inside no.5 port steering void without grating

June 29, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



View of no.5 starboard steering gear void without grating



View of lower bilge areas inside machinery spaces with water, dirt and debris

June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Another view of dirt and debris in bilge of machinery space

June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



Another view of dirty bilge area inside machinery spaces



Aft main deck storage room shore power cable not connected and lacking ID labels on panel and receptacle boxes

June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Views of "RTA 2" located in aft covered shed with final welding, testing and coatings preparation working 6/27/18



June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Aft centerline view 6/27/18

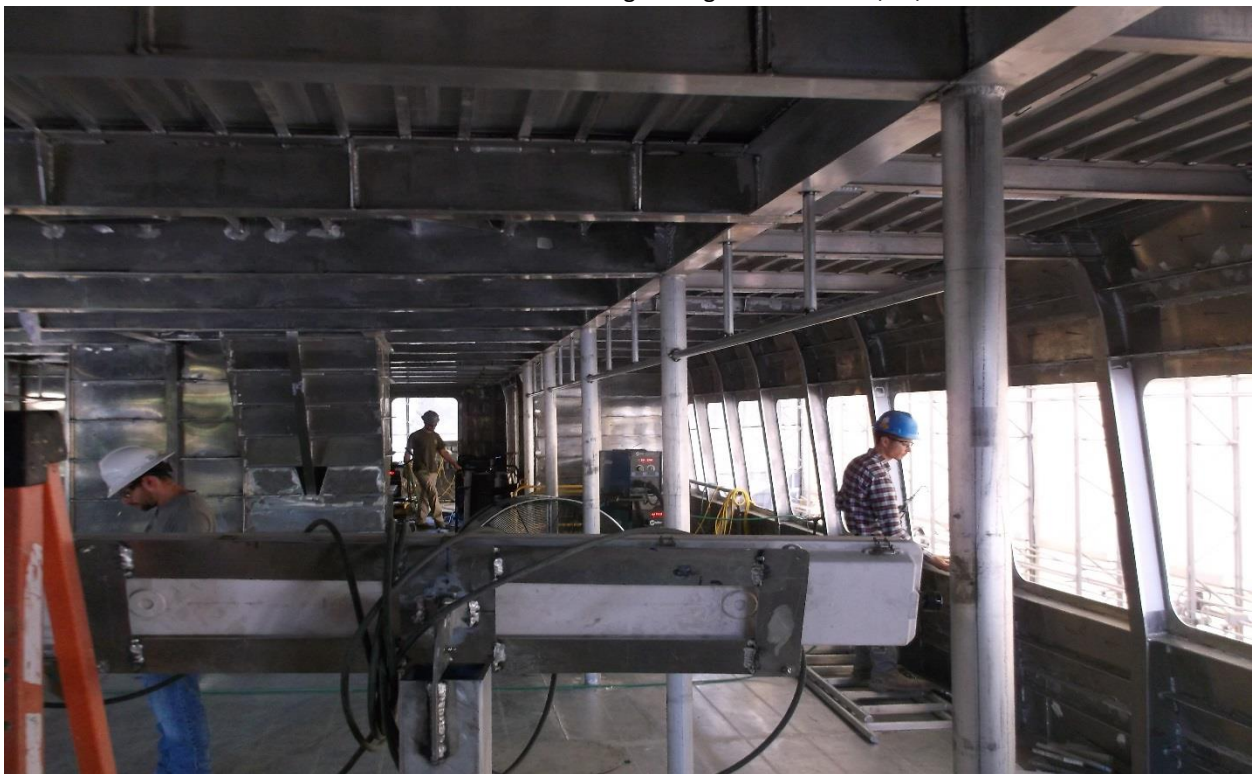


Forward center view having welder make repairs to underside of bridge area structure

June 29, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Views inside deckhouse having hand grabs installed 6/27/18



June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of internal stairs to pilothouse



Forward view of upper deck/pilothouse

June 29, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Aft view of pilothouse on the upper deck



View inside pilothouse console area

June 29, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View inside the port machinery space with sea chest piping installed



View inside starboard machinery space

June 29, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



View from aft upper deck stairwell



View of fueling containment and anchor line/chain storage area



July 13, 2018

Subjects: Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferries "RTA 1" and "RTA 2", constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visits of July 2 and 11, 2018

First Catamaran Ferry "RTA 1"

On the morning of July 2, 2018 Robert Rouyer, Transdev Project Manager, David Freeman, Metal Shark Commercial Project Manager and I boarded "RTA 1" vessel to observe progress of Metal Shark as far as having the vessel ready for delivery. David Freeman said Metal Shark was working the items from the RTA #1 Pre-Delivery Requirements, along with additional items found and noted in my email dated June 28, 2018.

We began to review the vessel in relation to the items of the Pre-Delivery Requirements list and the additional items noted in my email dated June 28, 2018. Some of the items were completed and other items working and/or not addressed.

The following status was noted from both foregoing Pre-Delivery Requirements list and my email dated June 28, 2018:

1. Number 1 port and starboard hull void compartments:
 - a. Were found to have the lower watertight transverse bulkhead missing the coupling plug, (not addressed).
2. Number 2 port hull void:
 - a. There was liquid in the bilge and smelled of urine, (not removed).
 - b. There were grating clamps loose in need of tightening, (corrected).
 - c. Bow thruster local control panel is not labeled, (label installed).
3. Number 2 starboard hull void:
 - a. Areas with grating clamps loose in need of tightening, (corrected).

July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

4. Number 3 port and starboard hull voids:
 - a. The lower access ladder grating was without securing clamps, (clamps installed).
 - b. The battery charger panel was without identification label, (label installed).
5. Number 4 port and starboard hull machinery spaces:
 - a. Were observed not clean having dirt, trash and other debris with areas of dirty water in the bilges, (areas cleaned).
 - b. A placard needs to be installed for operation of the starboard side bilge pump valves in order to use as a secondary fire pump. The control valves are not easy to find and/or operate as their location is behind the part of the exhaust system, (instruction placard not installed).
6. Number 5 port and starboard hull steering gear compartments:
 - a. The grating by both access ladder landings was not secured with clamps, (clamps were being installed)
 - b. There was no grating installed from the ladders to aft steering equipment, (grating was placed and clamps were being installed).
7. The deckhouse forward access door:
 - a. There was no door hold-back installed (per Rob Rouyer, they are not needed)
8. The ADA head:
 - a. Toilet should have water in the bowl and requires adjustment, (corrected).
 - b. The water supply valve and piping to the toilet are exposed and could be damaged and/or broken if stepped on, (Currently working to correct).
9. The standard head:
 - a. Toilet should have water in the bowl and requires adjustment, (corrected).
 - b. The water supply valve and associated piping is exposed and could be damaged and/or broken if stepped on, (Currently working to correct).
10. The crew room Emergency Light Switch is not labeled, (label not installed).
11. The No Smoking labels attached above the deckhouse windows is peeling off of sheathing, (not corrected).

July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

12. Life Jacket Donning labels at forward end of deckhouse are peeling off sheathing, (not corrected).
13. The pilothouse stairs "Watch your step" label had fallen off sheathing, (label not installed).
14. The aft shore power receptacle is not labeled. The electrical cable from receptacle to junction box is not connected, (completed).
15. The port and starboard handrail cabling outboard port and starboard sides near double doors having some of the cables loose and/or broken loose, (broken cables changed and two cables need adjust)
16. The water supply hose and associated pipe connection under the sink in the crew office is not secured to cabinet and could possibly break off, (not addressed).
17. The HVAC condenser units on the upper deck have the insulation of the refrigerant lines damaged in need of replacement (not addressed).
18. The pilothouse console underside service door was observed with high temperatures inside and no detection of ventilation fans and/or louvers in console, (two fans installed for intake and exhaust ventilation).

Brandon Dorian, Project Manager was present as I pointing out the foregoing areas in need of correction. The following items of the Pre-Delivery Required items (19, 20, 22 & 27) were observed acceptable. The remaining items (53 & 57) were not confirmed.

Robert Rouyer and David Freeman discussed the foregoing with Metal Shark anticipating to complete the remaining work and have the vessel ready for acceptance on Thursday, July 5, 2018.

Second Catamaran Ferry "RTA 2"

July 2, 2018 work continues with final inboard port and starboard forward sideshell hull plating installed and welding. The exterior shell plating seams previously noted having Liquid Penetrate (PT) Nondestructive Testing preformed are working discrepancy repairs approximately 70% complete.

July 13, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries

The exhaust piping from each port and starboard hull machinery space is fabricated with welding started.

Sea-chest piping was observed installed in both port and starboard machinery spaces.

July 11, 2018 the vessel was working with Quality Control workers observing the port and starboard hull for discontinuities. The hull bottom seams having Liquid Penetrant/Penetrant Test (PT) performed was observed having previously marked discrepancies repaired with additional areas being marked during this time.

Workers were removing welding equipment from the aft main deck to clear hull in preparation for future sandblast and painting process. The forepeak voids are being sealed with duct tape along handrails and deck fittings all being covered and taped off. All main deck and pilothouse windows openings were covered with wood and sealed with tape internally.

The number 3 starboard fuel oil tank compartment was observed having previous USCG required tank modifications welded complete and fuel oil piping 80% installing. The number 3 port compartment was not accessible.

Number 4 port and starboard hull compartments (Machinery spaces) were observed having raw water (sea chest) piping and fuel oil piping installed. The internal inboard and outboard sideshell of the port machinery space having insulation board installed.

Number 5 port and starboard steering gear compartments were cleaning out debris with a welder worker in area of strut internal supports of portside.

The upper deck having handrails covered in preparation for sandblasting with pilothouse exterior doors covered with plywood.

Discrepancies

“RTA 1” had some of items noted from my June 28, 2018 visit corrected with others working and/or not corrected.

“RTA 2” having minor welding and base metal discrepancies marked for corrections and working during our visit of July 11, 2018.

July 13, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

General:

First Vessel "RTA 1" reportedly left the shipyard for delivery to Transdev/RTA in New Orleans on Tuesday, July 10, 2018. July 11, 2018 the vessel reportedly was undergoing dock and sea trials with crew training to follow. The foregoing list noted above from my email dated June 28, 2018 will need to be checked by Transdev to ensure all items not completed were addressed to their satisfaction.

Second vessel "RTA 2" is expected to begin sandblasting followed by painting with durations of process reportedly approximately 10 to 14 days depending on weather conditions.

Photos were taken during this visit and are included as part of this report

My next visit will depend on when the painting of vessel is complete and ready to move to the next phase of construction, outfitting of machinery and propulsion equipment.

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

c: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.

July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Views from the stern and aft port side 7/11/2018



July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Views of port forward outboard and inboard sides of hull



July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Forward inboard and outboard starboard hull side views



July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Overall forward and aft views of starboard side



July 13, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of port machinery space looking forward having insulation installed at sideshell areas



View of starboard machinery space looking aft with raw water piping and insulation pins installed

July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Fuel oil tank modifications welded inside starboard no.3 compartment



Forward view of above photo having fuel oil piping installed through bulkhead up to tank

July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



Views inside aft deckhouse looking forward and aft having cable raceways installed



July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Views inside port no.2 compartment having fuel oil supply and return piping from forward center fill containment station running aft along with vent piping and cable raceway installed



July 13, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of forward pilothouse windows and handrails covered for preparation for sandblasting and painting



View of handrails on upper deck and lower main deck being covered



July 27, 2018

Subjects: Second 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferry "RTA 2",
constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of July 25, 2018

Second Catamaran Ferry "RTA 2"

The vessel was painted on the exterior of hull including the upper deck and pilothouse. Antifouling is applied from bottom of hulls up just above the number "5" draft mark. Nonskid was observed applied to all exterior walking deck areas of main and upper deck.

Outfitting is underway with craftsman working in various areas with the following noted: The propulsion shafts, struts and rudders are placed under the aft end of port and starboard side of hull awaiting installation. Workers were placing the rudder tilter arms with securing nuts inside number 5 steering compartments for installation onto the rudder stocks.

The number 4 hull voids are working with the portside having insulation installed and coated. The starboard side is in the process of installing insulation onto the inboard and outboard sideshell areas. Cable race ways are installed with some cables pulled and bundled at the forward bulkhead.

Number 3 port and starboard hull voids are working final fuel oil piping joints and flange connections to each of the cylindrical fuel oil tank.

Number 2 hull voids having electrical cable race ways installed from forward to aft bulkheads with some the cables pulled and bundled for future installation.

Deckhouse has approximately 50% of the inner dense insulation board installed with the outer layer of insulation (having aluminum facing) beginning to install.

July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries

The interior of the pilothouse is having cable securing clamps installed in the overhead structure and behind the control console in preparation for the many electrical cables that will be pulled into these areas.

Electricians are installing floodlights around the perimeter of the pilothouse roof along with windshield wiper motor inside the pilothouse.

Discrepancies

None detected during this visit.

General:

Metal Shark is expected to continue outfitting of "RTA 2" with insulation, electrical, and mechanical systems on the vessel.

Photos were taken during this visit and are included as part of this report

Barry B. Geraci, NAMS-CMS, AWS-CWI

The Shearer Group, Inc.

Email: bgeraci@shearer-group.com

Cell: 504-289-3203

cc: Josh Sebastian, The Shearer Group, Inc.

Ed Shearer, The Shearer Group, Inc.



July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Forward starboard and underside views of "RTA2"



July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Forward port and side views



July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Aft portside and underside views of hull



July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of aft starboard side



View of forward upper deck

July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of forward main deck having nonskid applied



Aft view of upper deck and top of pilothouse having flood lights installed

July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Views of aft main deck and forward upper deck having nonskid applied



July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View inside starboard machinery space with insulation installing



View of forward portside machinery space having insulation coated and some electrical cables pulled and bundled

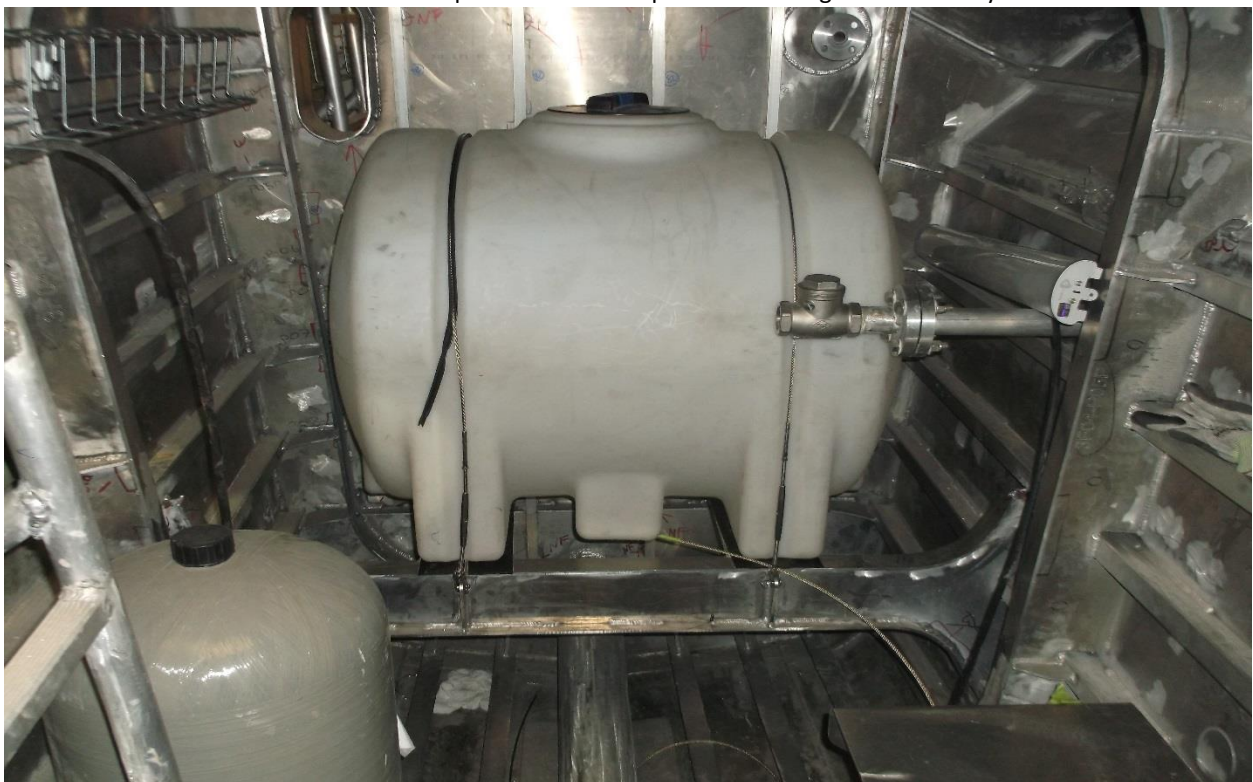
July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



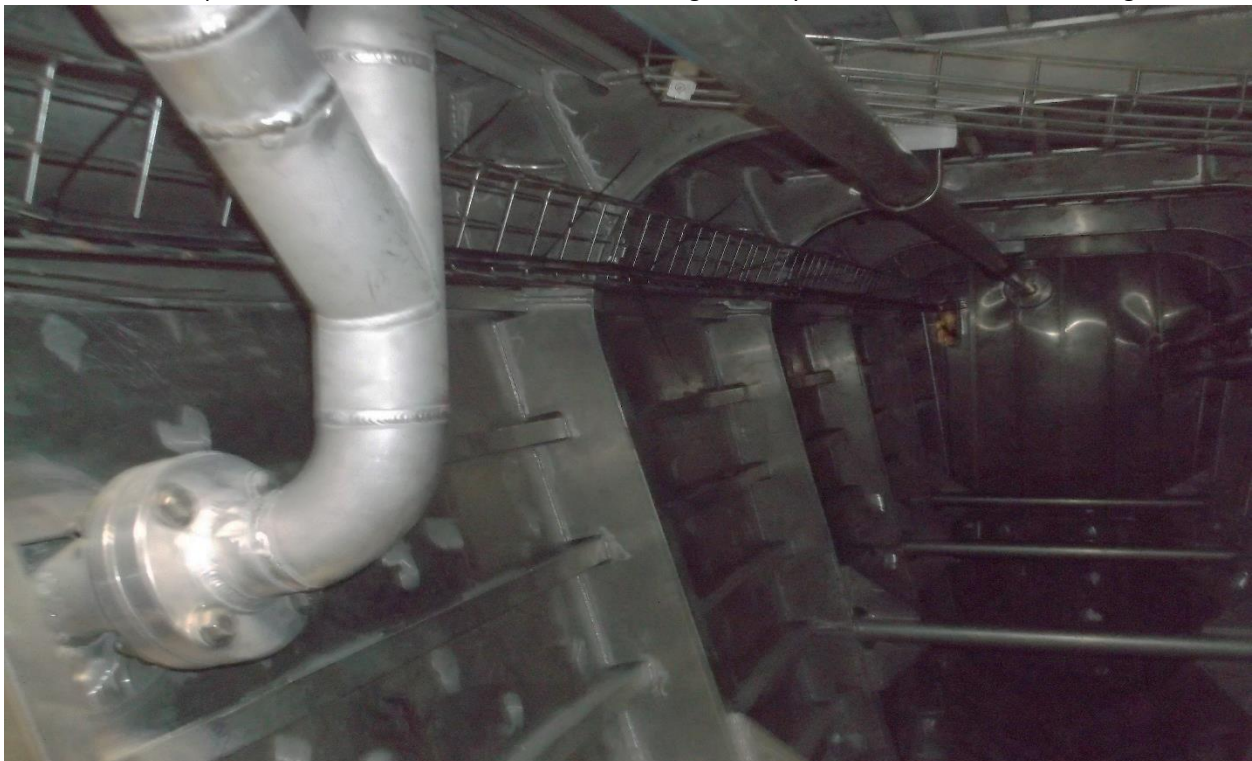
Aft and forward views inside the portside no.5 compartment having cable race ways and tanks set



July 27, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View inside no.2 port and starboard/bow thruster voids having race ways with electrical cables starting to install



July 27, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View inside pilothouse having windshield wiper motors and cable clamps installed

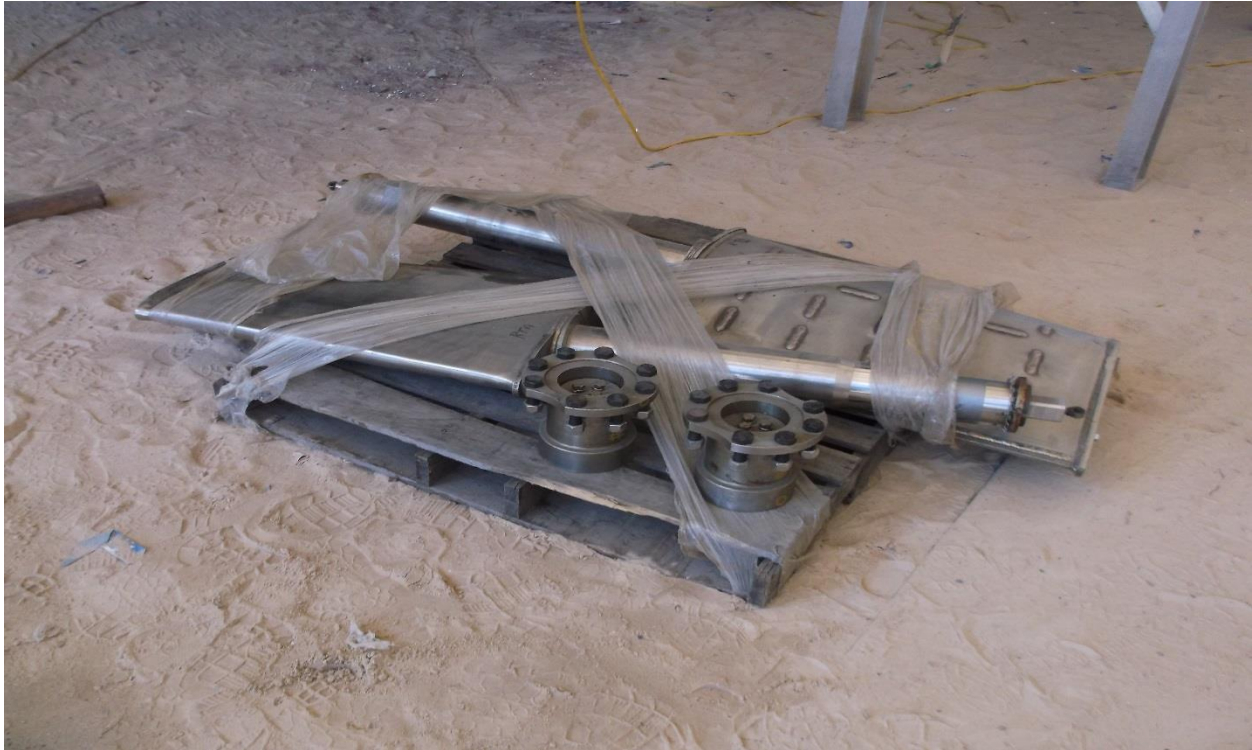


Insulation installing inside deckhouse

July 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



Views of steering rudders, shaft collars and propulsion shafts



August 4, 2018

Subjects: Second 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferry "RTA 2",
constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of August 2, 2018

Overview: The vessel is progressing with main engines and generators machinery installed. Outfitting of insulation continuing in the pilothouse and deckhouse with electrical working throughout vessel.

Catamaran Ferry "RTA 2"

The propulsion shafts, struts, and rudders are installed into both port and starboard hulls. Inside the number 5 hull compartments (steering equipment & potable/gray water tank locations) having electrical control panels installed with cables pulled ready for installation. Potable and gray water pumps are installed with piping and control valves working.

Machinery spaces, number 4 hull compartments having both main engines and generators installed onto their foundation ready for outfitting of piping and electrical systems. Both compartments were noted having insulation installed with protective perforated aluminum sheathing. Many electrical cables are pulled throughout the internals for component controls, lighting and batteries.

Number 3 fuel oil tank compartments were observed having final supply and returned piping joints and flanges installed to each tank. Battery charger panels for mains engines and generators are installed with cables being pulled through bulkheads and placed into raceways tracks.

Number 2 hull compartments having bow thruster motors and electrical panels placed inside with some of the control panels being installed. Electrical cables are being pulled and placed onto the raceways. The port bow thruster gearbox drive unit is installed with propellers installing.

August 4, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries

Number 1 voids having water sensor alarm units installed with cabling attached.

The internals of deckhouse continue with insulation approximately 65% installed and working primary at sides under windows. Electrical cables and are being pulled everywhere throughout the ceiling race way tracks. The tinted window glass is installed into the port and starboard sides of deckhouse.

The pilothouse in process of having insulation installed throughout with electrical cables being pulled overhead and behind console. Top of pilothouse having both radar screen, horn, and multiple whip radio antennas.

The soft patches over the machinery spaces and upper deck side inserts were installed after the main engines and generators are installed. The foregoing was observed appearing to have proper form and fit with securing bolts and nuts installed.

The rear main deck area having overhead florescent lighting and aft corner floodlights installed.

Discrepancies

None detected during this visit.

General:

Outfitting of vessel will continue with insulation expecting to winddown in deckhouse and pilothouse with electrical components, controls and cabling to be working everywhere.

Photos were taken during this visit and are included as part of this report

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

cc: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.

August 4, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Stern view having shafts and rudders installed



Close view of portside rudder, shaft and strut installed

August 4, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of starboard rudder, shaft and strut installed



View from forward starboard side having windows installed on the deckhouse

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View from forward portside having windows installed in deckhouse



View of bow thruster unit installed with outboard propeller installed

August 4, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of pilothouse having window glass, radar screens and whip radio antennas installed



Aft main deck having floodlights and overhead florescent lights fixtures installed

August 4, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View looking forward inside aft deckhouse with electrical cables installing



View of aft deckhouse portside corner, area of where electrical switchgear will be located

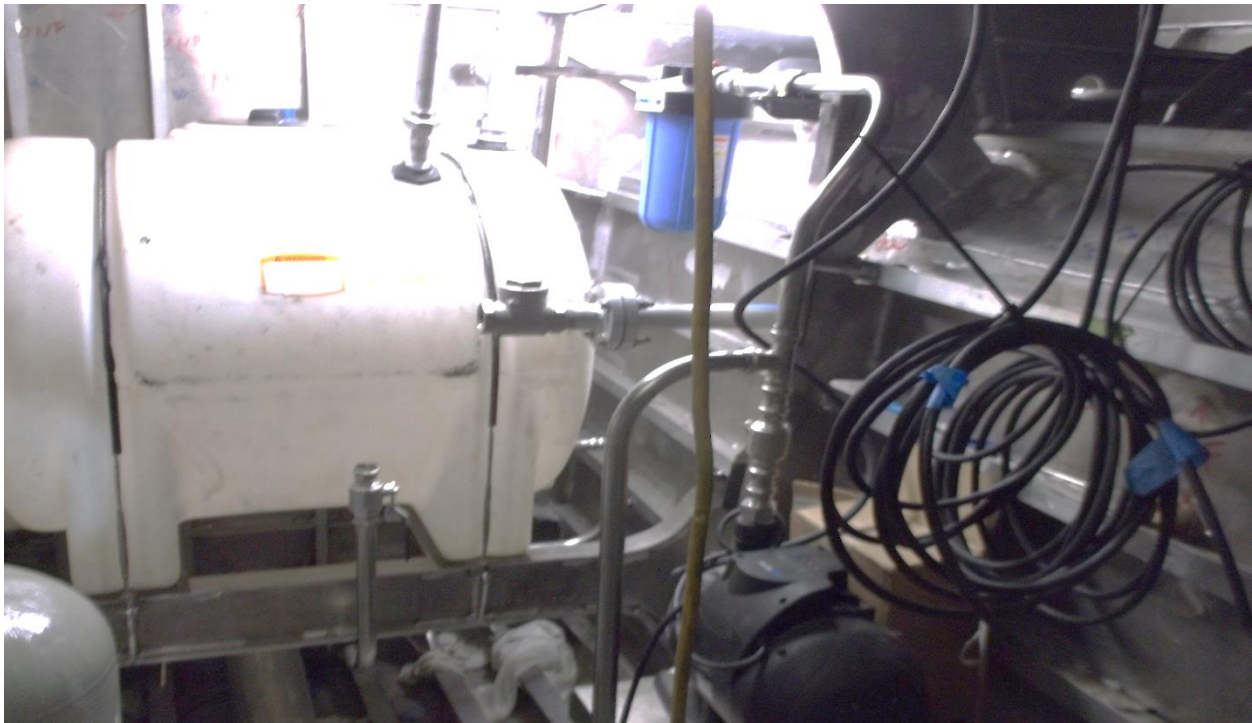
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View inside no.5 portside compartment with steering components and electrical panels installing



Forward view of above void having potable water pump and piping installing

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View inside no.5 starboard compartment having hydraulic steering pump and electrical panels and cables installed



Forward view of above photo having gray-water tank piping in with pumps placed for installation

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Aft views inside the machinery spaces with main engine and generator installed and cabling being pulled



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Stbd no.3 compartment having fuel oil supply and return piping installed to tank and electrical cabling installing

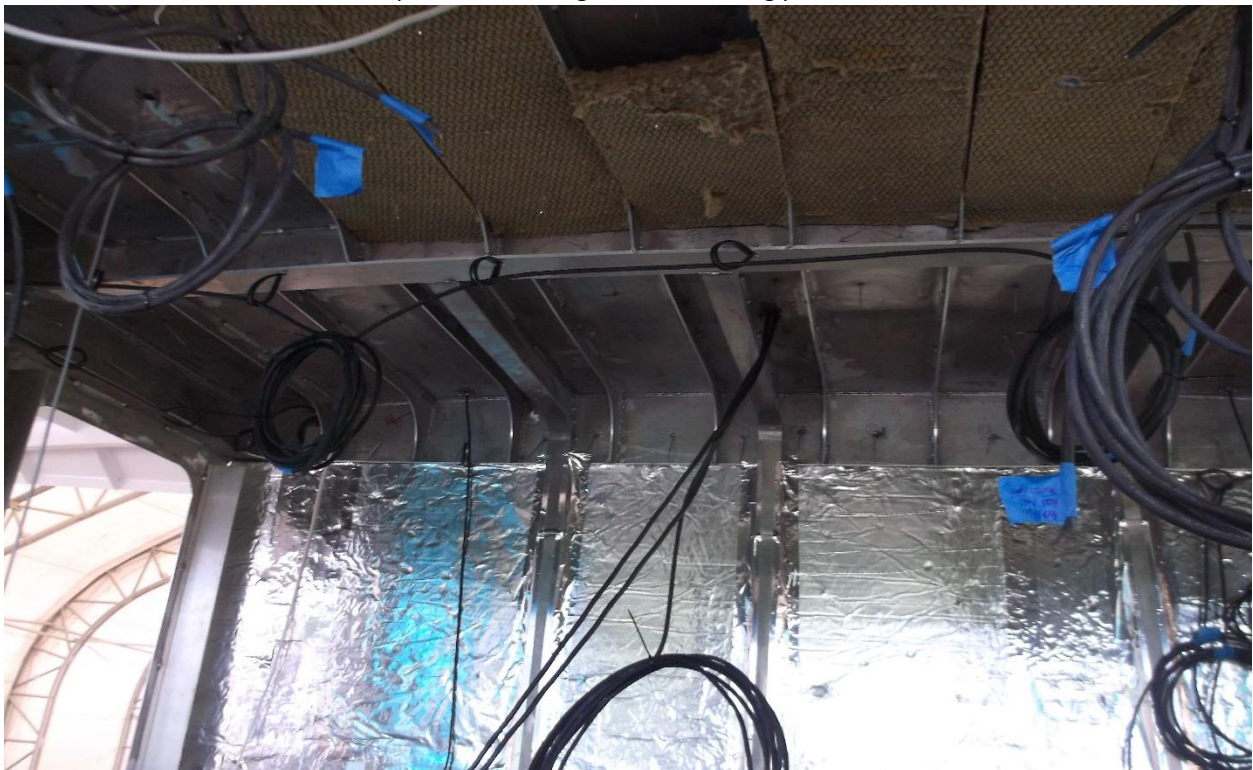


No.2 port compartment having electrical control panels, cables installing with bow thruster motor placed

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Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Forward and aft views inside pilothouse having electrical cabling pulled overhead and behind console



August 14, 2018

Subjects: Second 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferry “RTA 2”,
constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of August 9, 2018

Overview: The vessel was moved from the covered paint area to final outfitting station at dockside. Outfitting of HVAC drains and refrigerant lines is working inside deckhouse with electrical outfitting taking precedence throughout internals of deckhouse and pilothouse.

Catamaran Ferry “RTA 2”

The exterior windows on the portside of deckhouse were being sealed by a contractor working from a scissor-lift machine. Workers had placed the propellers under the aft end of hull in preparation for installation onto the propulsion shaft.

The aluminum sheathing began installing to the underside of hull mid-ship bridge area. The starboard bow thruster having the gear drive unit with propellers installed. The aluminum guard bars were in the process of installing at outboard ends of bow thruster tunnels.

Aft main deck under stairs storage having electrical transformer, associated panel box and cabling installed. The exterior shore power receptacle and weather cover are also installed.

The deckhouse is busy with the electrical contractor continuing installation of electrical cabling with a concentration of activity from machinery space to the aft switchgear and secondary electrical/utility locker. Cabling is being pulled to the future location of the crew office.

The HVAC contractor is installing refrigerant lines and insulation into the ceiling areas throughout the deckhouse in preparation for the installation of twelve evaporator units. Condensation drain piping is installed throughout the ceiling with connection points for the aforementioned future evaporator units.

August 14, 2018
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Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

The internals of deckhouse continue with insulation approximately 90% installed and working primary at the forward port side of deckhouse.

The number 5 hull compartments (steering equipment & potable/gray water tank locations) continue working with piping installed to gray water tanks and potable water systems.

Electrical cabling is pulled and attached to race ways with wiring connections working to control panels.

Machinery spaces, number 4 hull compartments were working with the dual fuel oil filter units installed onto the forward bulkheads for generators. Cooling water piping is installing for main engines and generators. Electrical cables are pulled everywhere and bundled throughout in preparation for installation.

Number 2 hull compartments having the heavy gauged electrical cabling for bow thruster motors pulled for future installation. Cabling installation has begun to the electrical control panels inside number 2 port compartment.

The pilothouse has the fire alarm control panel installed into the console. Other electrical components are installing with wiring connections working inside the console. Top of the pilothouse was noted having the wind anemometer installed.

Electrical cabling was pulled through the upper deck in preparation for future installation of the HVAC condenser units.

Discrepancies

None detected during this visit.

General:

Outfitting of vessel will continue with HVAC and electrical systems expected to be working throughout the vessel.

Photos were taken during this visit and are included as part of this report

August 14, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

Barry B. Geraci, NAMS-CMS, AWS-CWI

The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

cc: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.



August 14, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Port side views



August 14, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Forward portside and aft starboard side views



August 14, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Starboard forward side



Aft view with propellers preparing to install onto propulsion shafts

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Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of worker installing first section of aluminum sheathing to under bridge structure



Starboard bow thruster gear drive unit with propellers installed

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Aft stairs storage room having transformer, control panel and cabling for shore power installed



Bilge pump and associated piping installed inside the aft starboard machinery compartment

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Metal Shark Franklin, LA.
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Aft view of starboard machinery compartment with cooling water piping and valves



Port machinery compartment having cooling water piping and valves installed

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Port machinery compartment having fuel oil filters for generators installed onto forward bulkhead

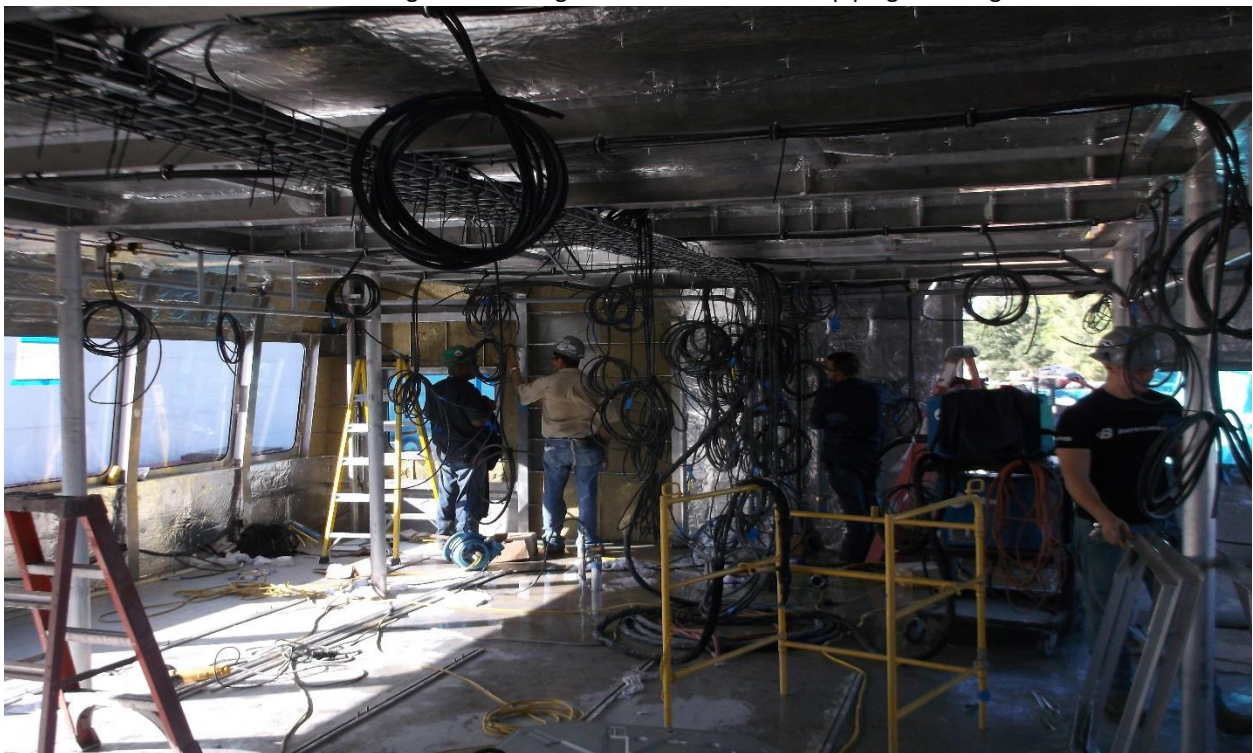


Refrigerant piping and insulation installing into ceiling of starboard side deckhouse

August 14, 2018
Metal Shark Franklin, LA.
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Portside ceiling view of refrigerant and condensation piping installing



Forward deckhouse having final insulation installed and cabling bundled in area where crew office will locate

August 14, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Aft port and starboard views inside deckhouse having cabling pulled to and from machinery spaces and elsewhere



August 14, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Pilothouse view and internal view of console with electrical cabling and components installing



August 19, 2018

Subjects: Second 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferry "RTA 2",
constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of August 16, 2018

Overview: The vessel was observed afloat dockside. Outfitting of HVAC continuing with evaporator units installed and condenser units placed onto upper deck. Electrical outfitting continues with additional cabling and components installing. Jointer walls and sheathing have begun inside the deckhouse.

Catamaran Ferry "RTA 2"

Number 5 steering compartments having tilter arms, hydraulic rams and limit switches installed on the port side working starboard side. Aluminum grating is placed across bottom internals with welded angle clip for under supports and is ready for securing clamps.

Number 4 hull machinery spaces having lighting installed with some electrical machinery control panels installing. The exhaust blowers and air intakes are installed along with automatic fire damper louvers.

Number 3 hull compartments have bilge pumps installed with control panels, wiring and hoses connected. Grating is placed at the bottom ladder landings and in areas of bilge pumps ready for securing.

The exterior aluminum doors are installed onto sides and ends of the deckhouse including the aft under stairs storage locker. The hailing station panels and fire alarm/lights are installed along with cameras.

Inside the deckhouse having jointer walls installed for the aft heads (bathrooms) and electrical/storage rooms. Aluminum honeycomb sheathing is in the early stages of installation having trim between and above side windows installed and the lower areas of windows working.

August 19, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries

The HVAC evaporator units (total of 12) are installed with condensation drain pipe being connected to the main drain piping running throughout ceiling.

The upper deck handrails have the longitudinal guard cabling installed around the perimeter. The fire alarm/light is installing onto the aft end of pilothouse exterior.

Pilothouse has the VHF radios installed and electrical cables pulled to the main circuit panel with wiring of individual circuits in process. Electrical control cables are being pulled to each of the vessel exterior wing control stations.

Discrepancies

None detected during this visit.

General:

Electrical outfitting of components and cabling systems along with sheathing of interior on the main deckhouse and pilothouse is expected to continue.

Outfitting of HVAC is expected to continue with refrigerant tubing being tied (brazed) into each of the interior evaporator units and installation of exterior condenser units on the upper deck.

Photos were taken during this visit and are included as part of this report

Barry B. Geraci, NAMS-CMS, AWS-CWI

The Shearer Group, Inc.

Email: bgeraci@shearer-group.com

Cell: 504-289-3203

cc: Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.



August 19, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Views of vessel dockside



August 19, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Stern end



View of upper deck having HVAC condenser units onboard and electrician installing cables

August 19, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Bow main deck area having exterior door, hailing station and camera installed



Aft main deck having lighting, cameras and hailing station installed

August 19, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Another view of aft main deck having bike/scooter wheel rack installed



Typical view inside no.5 steering compartments having grating installed

August 19, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



View of steering ram, tiler arm and limit switch installed on the starboard side



Deckhouse forward view having HVAC evaporator units installed in ceiling

August 19, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Another view of aft deckhouse ceiling with HVAC evaporator units installed



View of pilothouse console having VHF radios installed and main electrical circuit panel being wired

August 19, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of aft end jointer walls installed at electrical switchgear room and head (restroom)

August 27, 2018

Subjects: Second 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferry "RTA 2",
constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of August 22, 2018

Overview: Electrical components, control panels and wiring connections working throughout the vessel with emphasis in machinery spaces, electrical control rooms, crew office and pilothouse. HVAC outfitting continuing with brazing of refrigerant tubing connections and condenser units installed onto the foundation. Jointer walls and sheathing is nearly installed throughout deckhouse with trim molding working around windows.

Catamaran Ferry "RTA 2"

Number 5 hull steering compartments have lighting fixtures installed and electrical connections to steering control components working, see discrepancies. The aluminum grating is secured to the bottom internals. The remaining piping to the potable water and gray water tanks pumps, pressure set and filter are installed with color coded directional arrows.

Number 4 hull machinery spaces having battery selector switches, battery cabling terminal blocks, hailing station and other various electrical control panels and warning lights installed. Exhaust piping and silencer units are installed to generators with main engine exhaust system working.

Number 2 starboard hull compartment having the bow thruster motor installed in preparation for coupling connection to the gear drive. The electrical system and control panels for bow thruster are mounted with electrical cabling wired into them.

Deckhouse continues outfitting with internal sheathing approximately 75% installed. Workers were installing sheathing trim molding around windows. Jointer walls are installed for crew office. Both Heads (restrooms) have sheathing installed with the exception of electrical cabling passages at outboard sides.

Electrical outfitting continues with the main electrical switchgear, circuit panels and monitoring panels for machinery installed in the aft electrical rooms and crew office. Electrical cabling continues being pulled to the foregoing with wiring connections in process.

The HVAC system continues working with brazing of the refrigerant tubing to the individual evaporator units and interconnecting longitudinal runs of tubing throughout the ceiling.

Pilothouse continues electrical and electronic component installation inside the console with wiring connections being made everywhere. The foundation box is installed atop the console for future installation of the LCD monitors.

The mast atop the pilothouse having the navigation lights installed ready for wiring installation. Both HVAC condenser units are installed onto their foundation ready for electrical and refrigerant tubing installation.

Discrepancies

The number 5 port hull compartment had a florescent lighting fixture installed partly in-way of access hatch. This was pointed out to shipyard and electrical contractor workers for corrections. Brandon Dorian, Project Manager was also informed of the foregoing.

Upper deck starboard side was observed holding water within the side bulwark. This area was previously pointed out by Rob Rouyer, Transdev Project Manager and was observed not having drain scuppers. Brandon Dorian, Project Manager was shown the foregoing for correction.

General:

Outfitting of the vessel will continue with electrical cabling, components and controls having precedence onboard the vessel for the many systems and controls throughout.

Outfitting of HVAC is expected to continue with evaporator units to be installed in the crew office and pilothouse. Evacuation of the system and refrigerant charging are expected to follow with startup of the system thereafter.

Brandon Dorian, Project Manager Metal Shark was questioned about schedule dates as noted in the contract technical specification concerning testing, dock and sea trials. Brandon Dorian, sent the attached photo through phone messaging and said he has provided Rob Rouyer with a schedule. After the issues with scheduling on the first vessel "RTA1" I would have expected Metal Shark to provide something more official.

August 27, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

Photos were taken during this visit and are included as part of this report

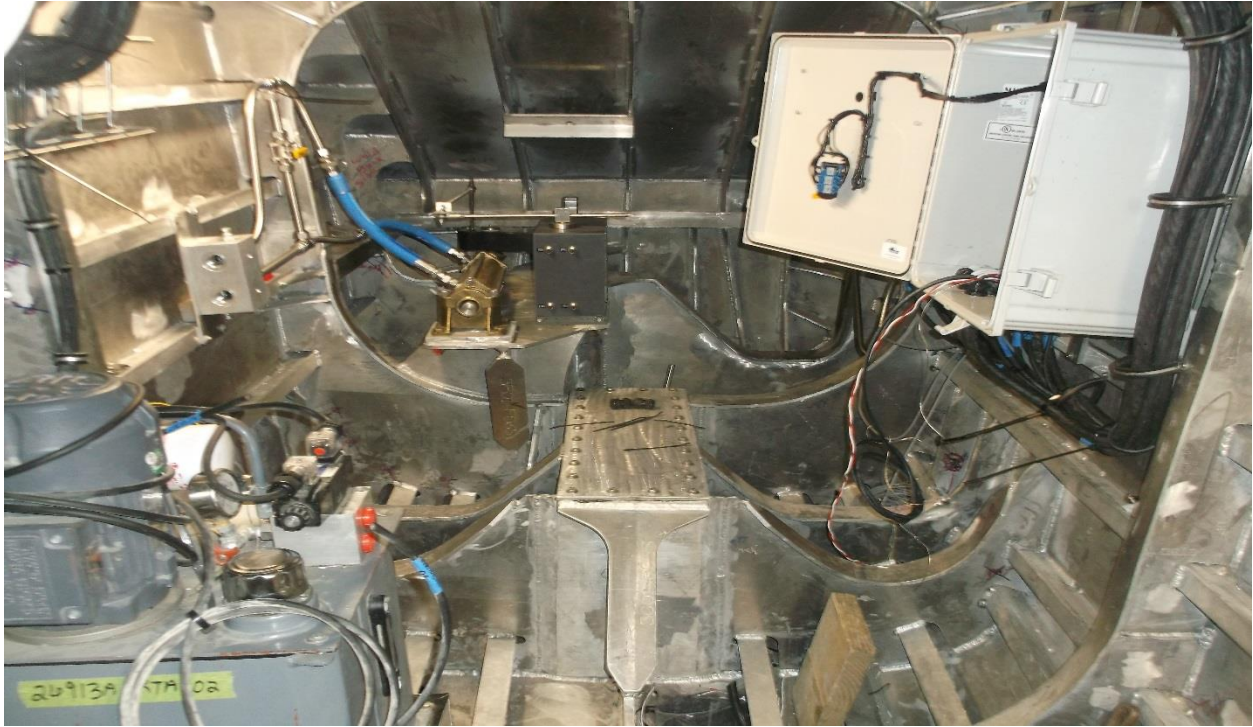
Barry B. Geraci, NAMS-CMS, AWS-CWI

The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

cc: Josh Sebastian, The Shearer Group, Inc.
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August 27, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of starboard no.5 steering compartment with control panel installed with wiring connections working



Forward view of above compartment with gray water tank and pumps having electrical and piping connections

August 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m) RTA Passenger Ferries



View of port no.5 steering compartment having control panels installed and wired into the system

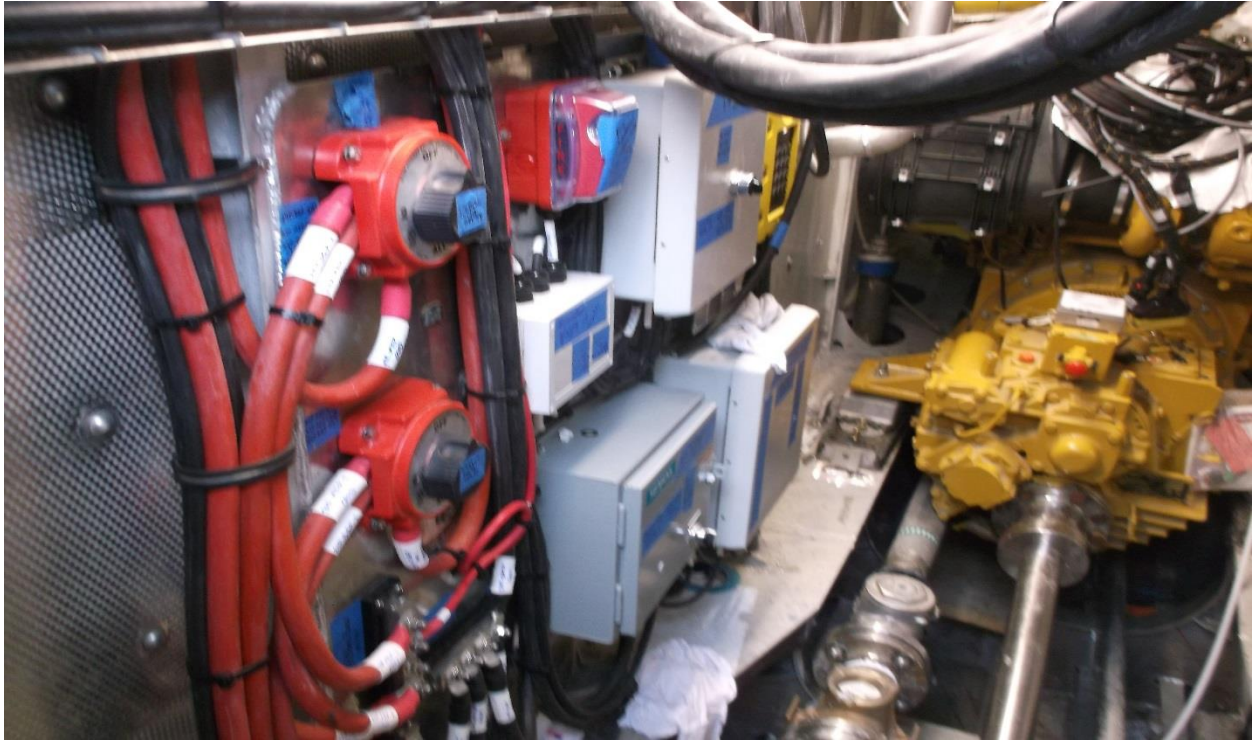


Forward view of above compartment having potable water piping and pump connected

August 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



No.4 aft port machinery space having battery selectors controls and other machinery control panels installed

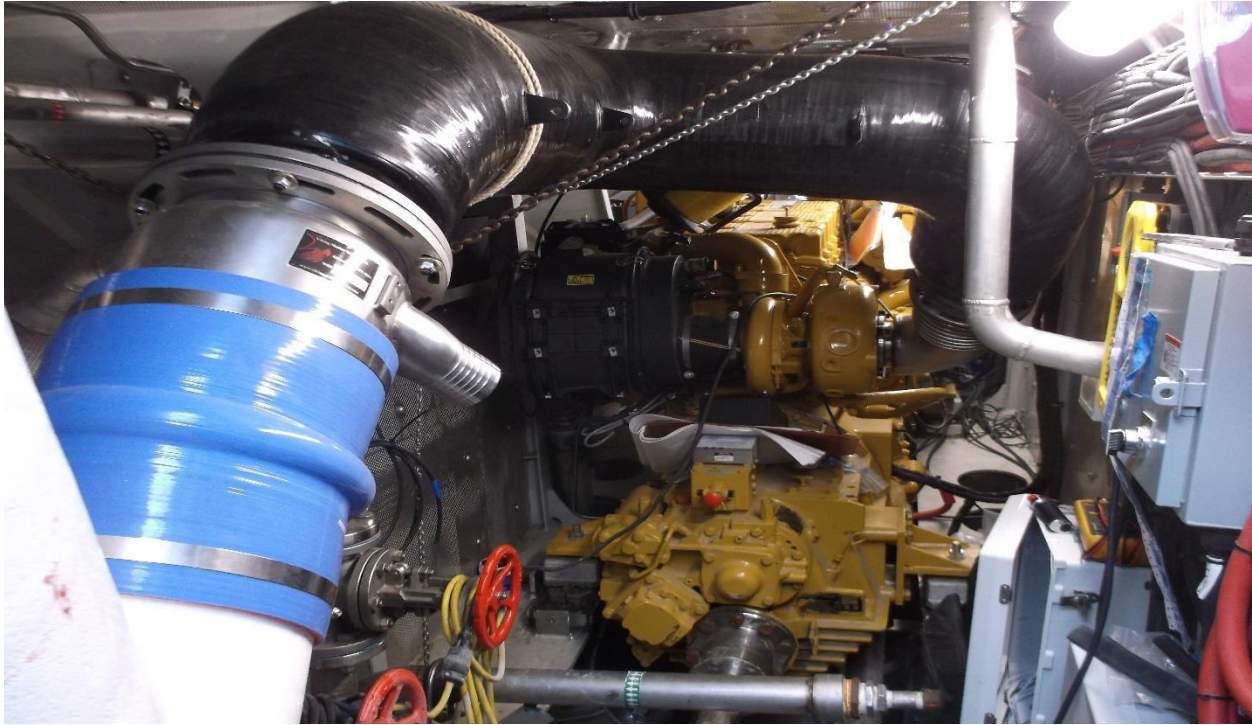


Inboard view of above photo with exhaust system installing

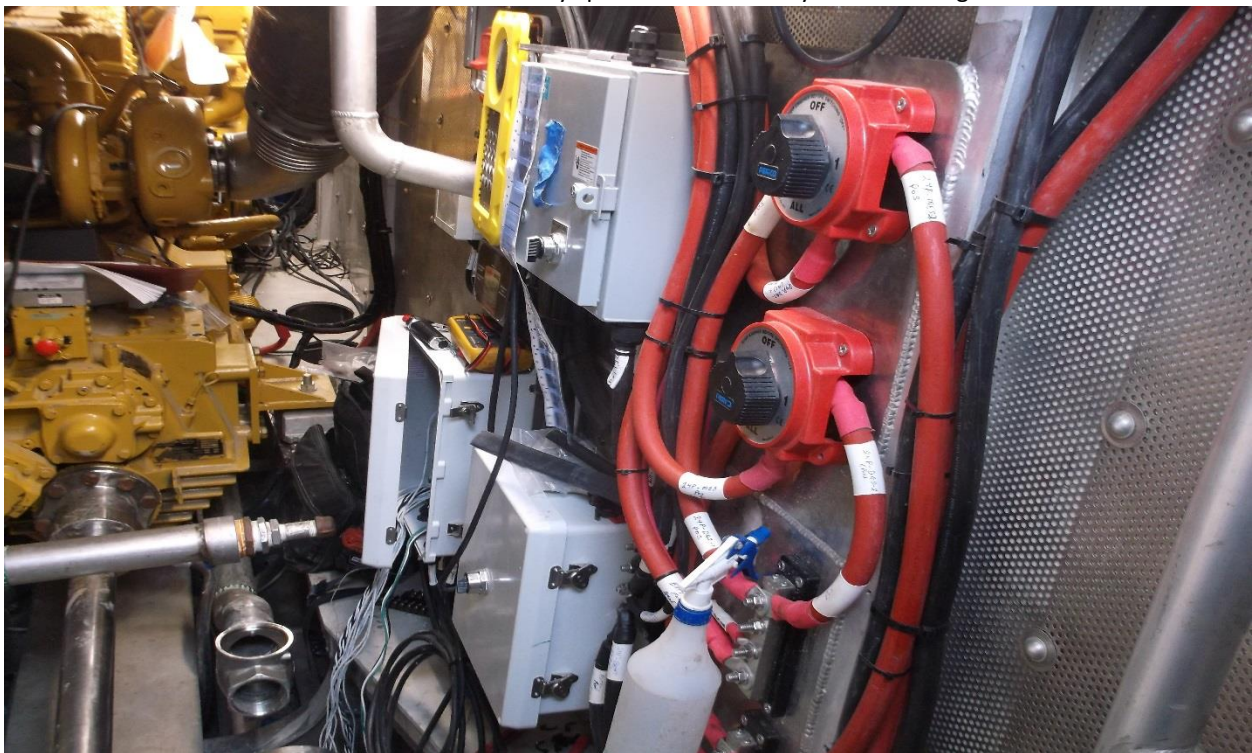
August 27, 2018

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No.4 starboard machinery space with exhaust system installing



Outboard view of above photo having battery selector switches and machinery control panels installed

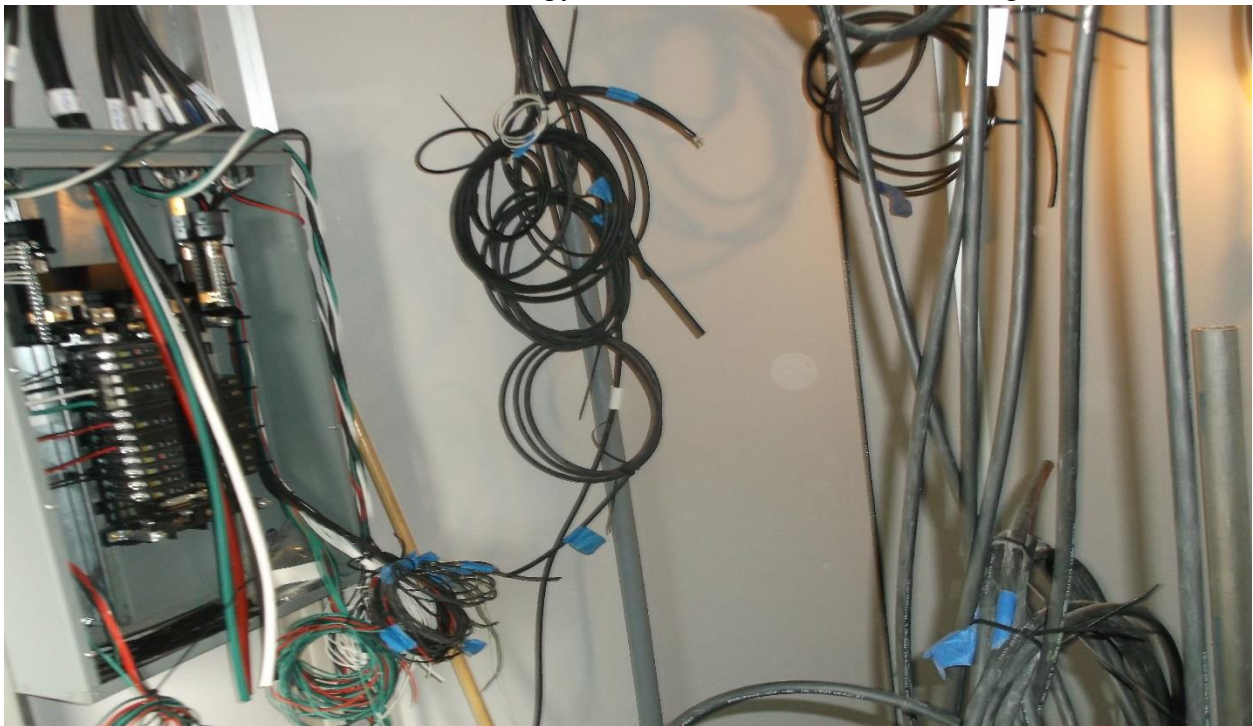
August 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Forward view inside deckhouse having jointer walls for crew office and sheathing installed



View inside crew office having circuit panel installed with wiring connections working

August 27, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of ADA head and secondary electrical room with circuit panels and cable drops



View of main power electrical switchgear installed

August 27, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of console with housing for monitors installed



View inside no.2 starboard hull compartment having bow thruster motor and electrical control panel installed

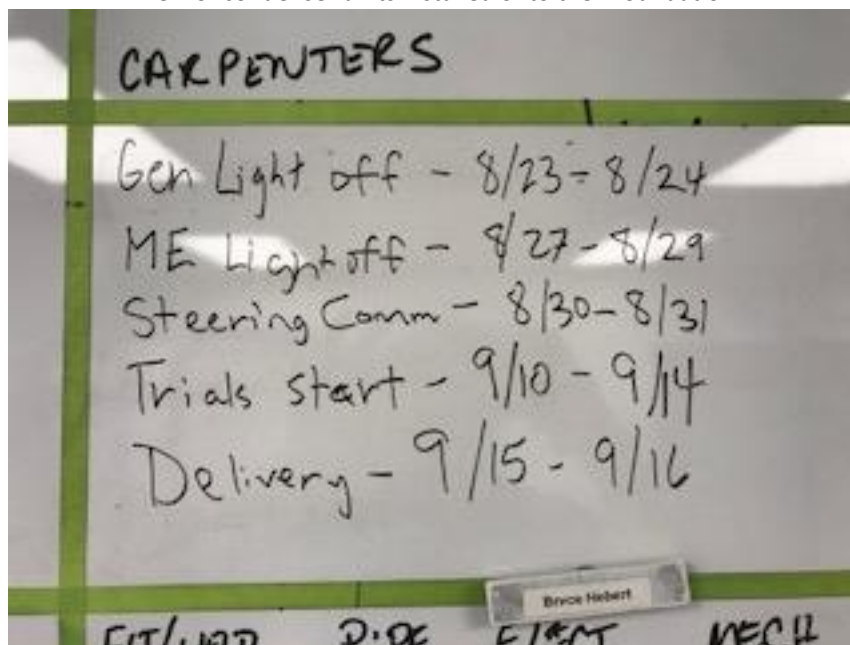
August 27, 2018

Metal Shark Franklin, LA.

Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View of condenser units installed onto their foundation



This is what Brandon Dorian sent by phone messaging concerning scheduling for RTA 2

September 3, 2018

Subjects: Second 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferry "RTA 2",
constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of August 30, 2018

Overview: Electrical outfitting of deckhouse electrical rooms and crew office is winding down with the majority of electrical cabling pulled and wiring connections working to electrical components, controls and circuits. HVAC refrigerant piping system is sealed complete with insulation of drain working to complete. Jointer walls, trim molding and ceiling tiles are approximately 80% installed. Pilothouse continues working with the electrical/electronic equipment installed with wiring connections working. Generators were reportedly started on August 29, 2018.

Catamaran Ferry "RTA 2"

Number 5 hull steering compartments were observed with final wiring connections working in the port compartment and the starboard compartment preparing for testing of system.

Number 4 hull machinery spaces are working wiring connections to the generator and main engines controls and monitoring systems with most of the wiring appearing nearly complete. The aft port machinery space was in the process of installing the prefabricated propulsion shaft guard. Exhaust piping and components for the generators and main engines are installed complete with vibration isolation mounts installed.

Number 3 hull fuel oil tank compartments having supply and return tubing connections from machinery spaces connected. The battery chargers have electrical cabling and wiring connection installed with charging of batteries for machinery space in process. The bilge pumps and high-level alarms have wiring and discharged hoses connected. Grating at ladder landings and bilge pumps is secured with clamps.

Number 2 hull bow thruster compartments having motors mounted, with u-joint connections to gear drives installed. The electrical cabling is connected to each motor and control panels. The bilge pumps are wired into the system and having discharge hoses connected. The bilge water high level alarms are installed and wired into the system. Grating is installed at access ladder landing, bow thrusters and bilge pumps with securing clamps installed.

The deckhouse having approximately 80% of the sheathing, trim molding and ceiling tiles installed. Workers were installing sheathing and trim molding in and around heads and pilothouse stairwell enclosure.

Both heads (restrooms) having toilets installed with ceiling exhaust vents in process of installing. Some of the seating foundations are installed inside in the forward port side of deckhouse.

Outfitting of deckhouse electrical rooms having the majority of cabling installed with wiring connections to the main switchgear and circuits panels. The machinery monitoring panels are installed with wiring connections working.

The aft crew office has the circuit panels with the majority of cables and wiring connections to the circuits installed. The video/monitor electronic main frame was working with monitor cabling connections working. Other electricians were running cabling to areas throughout the deckhouse where monitors will be located. Overhead recess lighting is installed into the ceiling for main and emergency lights throughout the deckhouse with the exception of where ceiling panels are not installed.

The HVAC system having the last two evaporator units installed in the crew office and pilothouse areas of the vessel. Presently workers are installing insulation onto the condensation drain piping in areas of deckhouse ceiling. The condenser units have refrigerant supply and return copper piping connected to each unit with nitrogen pressure/purge testing in process.

Pilothouse having approximately 60% of the navigational, communications and vessels electrical and electronic control component installation into the console with wiring connections working inside the console. The LCD monitor foundation box is working with internal components and wiring installing. The compass was installed into center of foundation.

September 3, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

The exterior wing vessel control stations have the controls placed with cabling pulled ready for installation. The pilothouse mast has all navigation lights wired into the system and the searchlight was mounted onto it foundation with cabling and wire connection installed.

The upper deck area having seating aluminum foundations with inner seat mounts installed.

Discrepancies

Previous noted number 5 port hull compartment had a florescent lighting fixture installed partly in-way of access hatch. The lighting fixture was relocated out of the way of hatch.

Upper deck starboard, forward of pilothouse side previously observed holding water within the side bulwark. This area was previously pointed out by Rob Rouyer, Transdev Project Manager and was observed not having drain scuppers. Brandon Dorian, Project Manager was shown the foregoing for correction. Not addressed as of this report.

General:

Reportedly Metal Shark was expecting to have Caterpillar Technicians start the main engines for the first time on Friday, September 31, 2018

Electrical outfitting is winding down inside the deckhouse and machinery spaces with the majority of work concentrated in the pilothouse area.

Interior sheathing, trim molding and ceiling tiles are expected to be complete during the coming week. Passenger seating was noted dockside ready for installation into the deckhouse.

The HVAC system is expected to be up and running during our next visit.

Photos were taken during this visit and are included as part of this report

My next visit is expected during the week of September 3, 2018.

September 3, 2018
Metal Shark Franklin, LA.
Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.

September 3, 2018
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Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



Deckhouse forward portside view with seating installing



Aft portside view with workers installing insulation onto overhead HVAC condensation drain piping

September 3, 2018
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Two (2) 32.0 (m) X 7.7 (m) X 1.35(m)RTA Passenger Ferries



View aft centerline stairwell enclosure with workers installing ceiling tiles and trim molding



View inside electrical switchgear room having electrical cabling installed

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Secondary electrical room with machinery monitoring panels placed for wiring installation

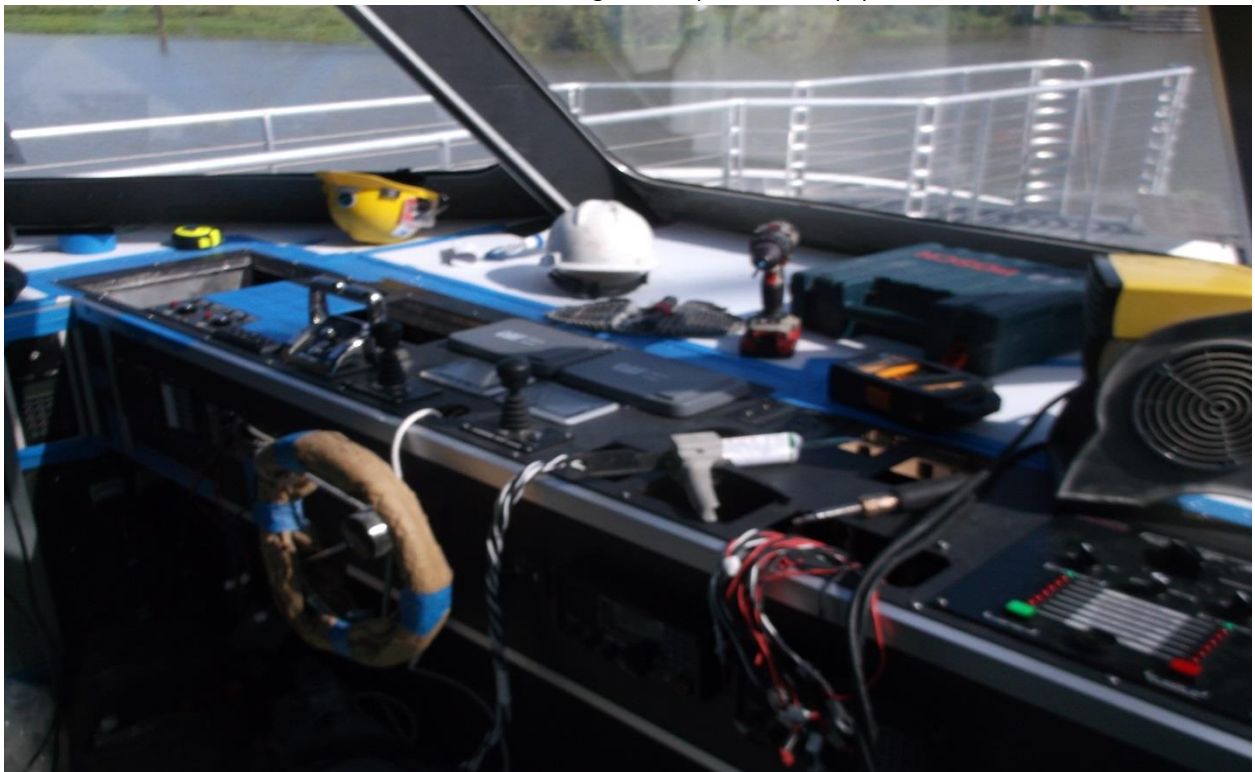


View inside crew office with wiring connections being made to the video main frame

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Views of Pilothouse console having vessel operational equipment installed



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View of HVAC evaporator unit installed inside pilothouse

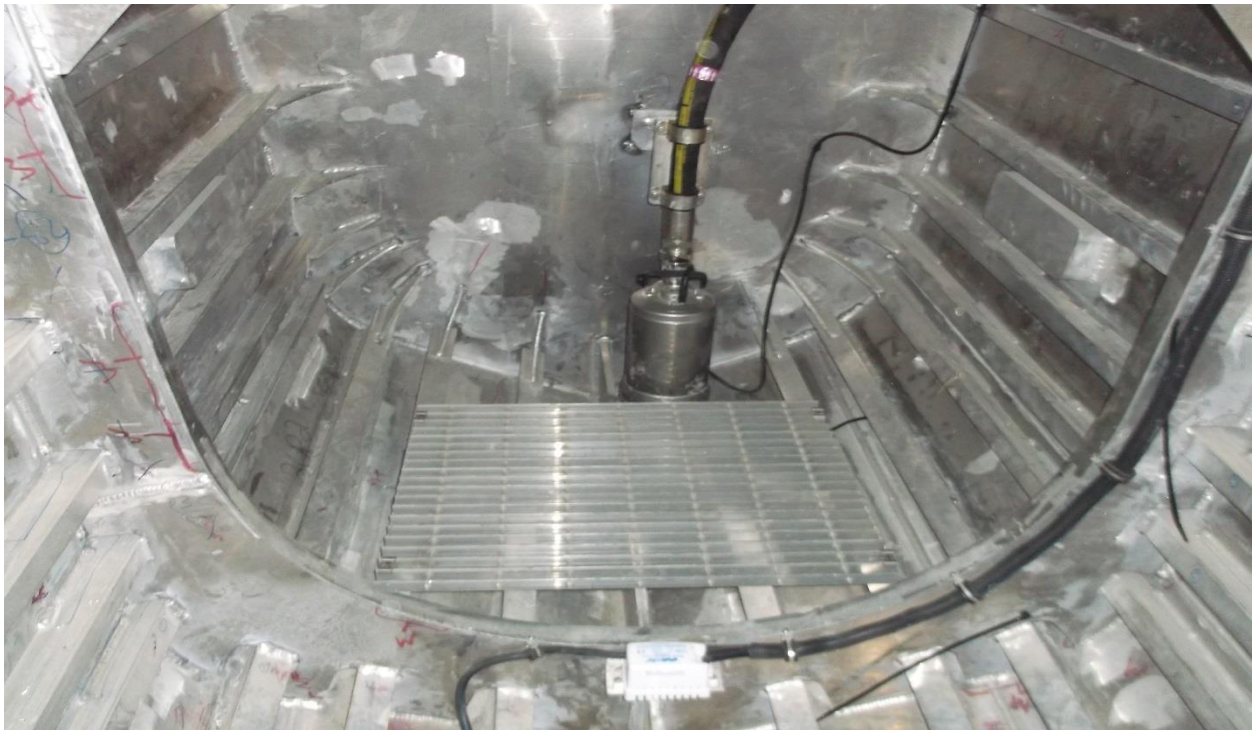


HVAC condenser units having refrigerant piping connected with nitrogen purge/pressure test in progress

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No.3 port hull compartment having the battery charger for machinery space wired into the system



Aft bulkhead of above photo with bilge pump and high-level alarm wired into the system

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No.4 starboard hull compartment with machinery space battery charger wired into system



View looking aft of above compartment having bilge pump and transducer wired into system

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No.2 starboard hull compartment views of electrical panels and bow thruster motor with drive connected



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No.2 port hull compartment views of electrical panels and thruster motor with drive connected



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No.4 port hull machinery space having exhaust system connected to main engine



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View of bow main deck with hailing system, fire hose reel, life buoy and light installed



Upper deck having seating foundations installed

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Bow deck with anchor installed



Typical view of wing stations with controls placed with wiring pulled for installation



September 10, 2018

Subjects: Second 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferry "RTA 2",
constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of September 6, 2018

Overview: Electricians are preliminary testing of systems with bilge pumps and fire pumps working on this day. The pilothouse is working with most of the electrical/electronic equipment installed and work activity inside the console. HVAC system was started and appearing in working order.

Catamaran Ferry "RTA 2"

Number 5 hull steering compartments appeared to have all electrical control and cabling secures with the exception of an electrical switch for potable and gray water pumps not installed. The internals of each compartment have started cleaning with debris, dirt and water removal working.

Number 4 hull machinery spaces were working in the early stages of testing electrical controls and machinery monitoring equipment. Other electrical connections to the battery terminals were working to complete.

Number 2 hull bow thruster compartments having electrical panels labeled with two of the main cabling covers not installed yet due to electricians working in the area. Cleaning of internals has started with most of the large debris removed with dirt and water removal in process.

The deckhouse has approximately 80% of the sheathing, trim molding and ceiling tiles installed with areas of ceiling tiles removed in-way of evaporators and others areas having electrical cables working to connect.

Electricians are working in both switchgear and secondary electrical rooms as testing of electrical systems has begun. Other electricians were testing the bilge and fire pumps systems involving bilge pumps in the hull and controls in the pilothouse.

The heads (restrooms) having sinks, mirrors, hand drying/sanitizing units and paper dispenser's installed. Outboard electrical cabling passages from machinery space into deckhouse ceiling are open with final securing of cables working.

All seating foundations and tables are installed throughout the deckhouse with exception of final upper seating plastic housing. Ceiling lights, both main and emergency lighting is installed along fire alarm lights and sirens. Fire alarm pulls are installed on the interior walls.

The crew office has the counter top, sink, wall mounted phone and HVAC thermostat control installed. Ceiling tiles and trim molding is nearly installed with exceptions of areas where electrical and wiring is working.

The six (6) video monitors are installed throughout the forward, mid-ship and aft ends of deckhouse internals.

Piping identification tags were starting to install onto the piping systems inside the machinery spaces and fuel oil tank compartments.

The HVAC was started on this day with technicians performing test on condenser units on the upper deck as the unit was operating. The internal evaporator units throughout the vessel appearing in proper working order with cold dry air being produced.

Pilothouse console has approximately 80% of the navigational, communications and vessels electrical and electronic control component installation with wiring connections working inside the console. The LCD monitors are installed with camera system reportedly installed and preliminary tested.

Internal sheathing and trim molding are working in the stairwell to pilothouse and inside the aft areas of pilothouse.

The exterior wing vessel stations have controls installed and wired into the system with all cabling secured and through deck passages sealed.

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Discrepancies

Previously noted: Upper deck starboard, forward of pilothouse side previously observed holding water within the side bulwark. This area now has a small drain hole to drain water from the corner area.

General:

I contacted Brandon Dorian, Project Manager concerning dock and sea trials which according to the photo of Metal Sharks hand written schedule which was previously sent to me upon request will take place during the week of September 10 - 14, 2018. The vessel is expected to have the remaining electrical/electronic systems installed with Metal Shark inhouse dock and sea trials continuing during the week with customer trials scheduled for September 17 & 18, 2018.

Metal Shark was also waiting on the delivery of upper seat molded sections to be installed onto all seating lower foundation sections.

Photos were taken during this visit and are included as part of this report

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.

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Aft center and portside views of seating and monitors installed



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Views of starboard side table seating and forward center seating and monitors installed



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Views inside crew office of sink/counter tops



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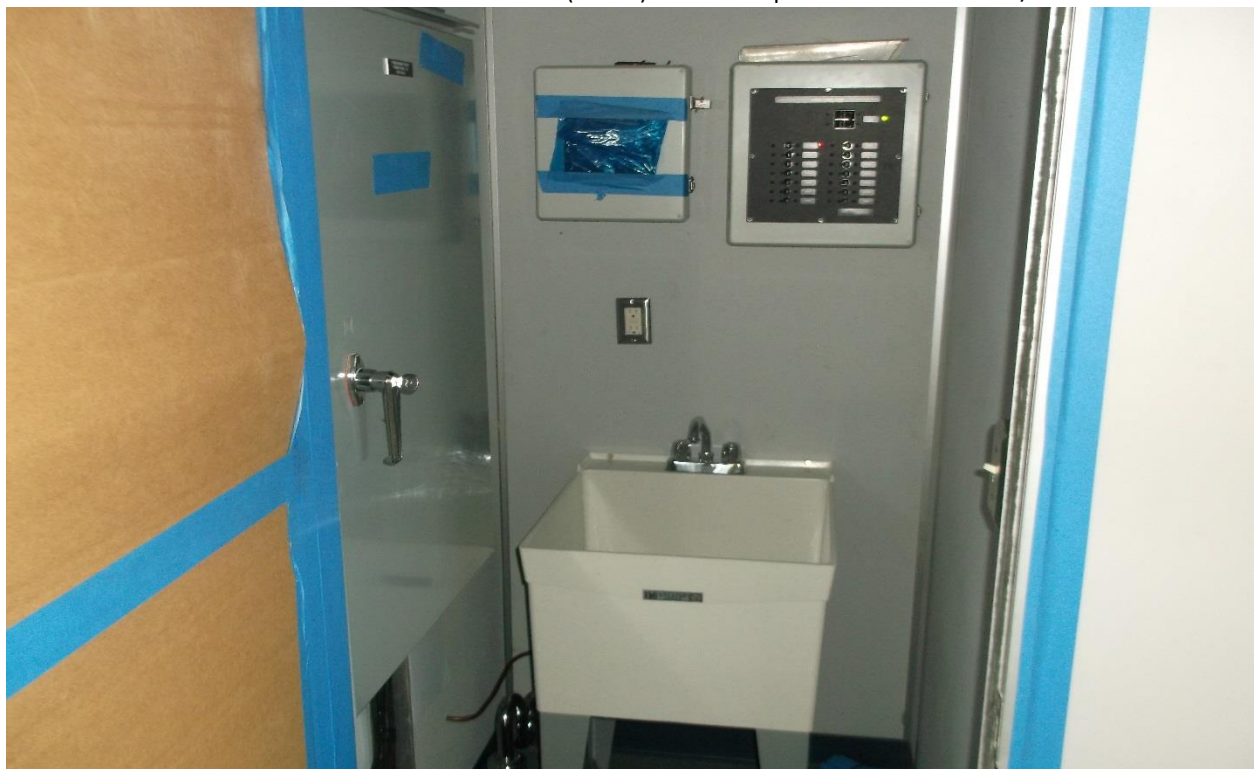
Views inside the ADA head with handrails, sink, paper and soap dispensers and hand dryer/sanitizer



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Views inside standard head with all amenities (above) and below photo of service locker/electrical room



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Views inside the pilothouse with most of equipment installed and workers testing bilge and fire alarm systems



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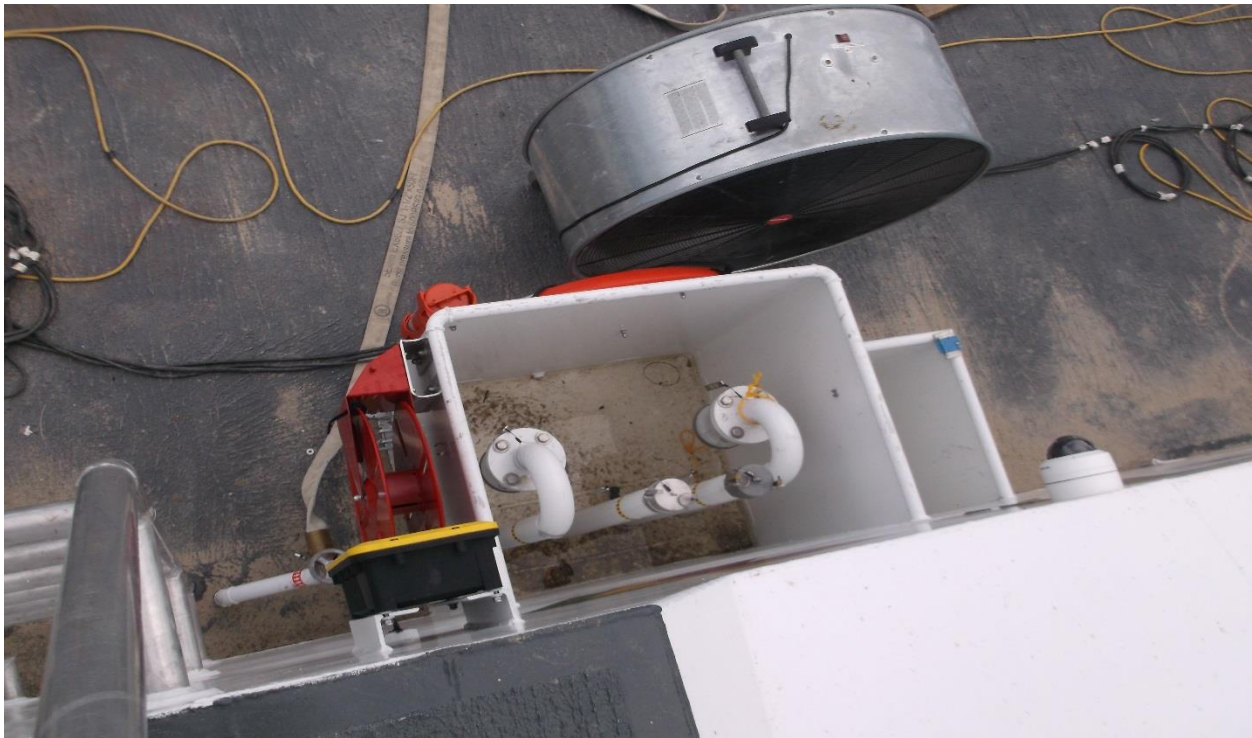
Views of wing vessel stations having all control wired into the system



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HVAC contractor monitoring system as it was being ran onboard the vessel



View of fuel oil fill and vent containment area

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Views of portside generator engine and lower photo looking aft at propulsion engine



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Aft view of portside generator engine/armature and partial view of main engine



View looking forward at generator engine inside the forward portside machinery space



October 3, 2018

Subjects: Second 32.0 (m) X 7.7 (m) X 1.35(m) Catamaran Passenger Ferry "RTA 2",
constructing at Metal Shark Franklin, LA.

Mr. Rob Rouyer
Project Manager Infrastructure

The following was observed during my visit of October 1, 2018

Catamaran Ferry "RTA 2"

Upon my arrival the vessel was found running on its own power with all systems operating. Metal Shark reportedly had previously performed in house the dock and sea trials and also performed required testing and trials with USCG CWO Brad Gainey in attendance on September 16 and 17, 2018.

Joel Casey, Marine Operations Superintendent, Transdev Services was onboard with one of their vessel captains, engineer and crew members. Metal Shark boat captains and a Marine Engineer were present and working with Transdev crew members for demonstration of Man Overboard Scramble-Net Cradle operation.

The vessel was observed having deckhouse, crew office, heads, electrical and storage rooms appearing outfitted complete in working order.

All deckhouse seats having upper molded sections installed with PFDs stored under the seats. The remaining ceiling tiles with exception where the temporary shore power cable is located is installed.

The storage under pilothouse stairs has portable bilge pump and fuel oil tank gauging sticks.

The deckhouse recess lighting is installed complete with emergency lights with labels. Cameras are installed throughout the deckhouse. The circuit panels have individual circuits labeled for identification.

The CO2 fire suppression system pull stations for machinery spaces are located outside of port and starboard double doors on air handler intakes, each identified with labeling.

Posted placards for PFDs location and donning stations, fire extinguishers, fire alarm and lighted exit signs along and other various equipment are installed throughout the vessel. Fire extinguishers and other safety and emergency equipment were located as shown on the safety equipment location plan placard. According to Chris Vandekamp, Quality Control coordinator of vessel trials some changes were made by USCG, CWO Brad Gainey that will be included into a revised safety equipment location plan (not installed during the trials). Reportedly the changes were two (2) Personal Floatation Devices PFDs placed in the pilothouse and relocate the distress signaling flares from the crew office to pilothouse inside the console.

The catamaran hull internal voids were entered and observed with the following noted.

Number 5 hull steering gear and potable water and gray water tank voids with associated equipment were observed having controls/monitoring panels in working order and appropriately labeled. Each void has lighting and small air circulation fans.

Concerning dissimilar metals on the vessel, some of the equipment attachment bolts and nuts were noted having a nylon type washer with other areas appearing to not having any isolation tape and/or washers.

There was water in the bilge areas reportedly from testing of bilge pumps with USCG.

Number 4 hull aft machinery spaces were observed with main engines and generators running and air circulation blowers operating. The control and monitoring panels, alarms and other various equipment appeared to be in working order and labeled accordingly.

There are direction placards near both port and starboard bilge/fire pumps for operation and switching from bilge to fire pumps.

The propulsion shafts guards, exhaust piping insulation and protective covers over the DC terminal blocks appeared sufficiently installed. Bilge areas having water with dirt and debris detected throughout.

The forward end of machinery spaces was not accessible due to hatches being closed as generators were operating and not safe for entry.

Number 3 hull voids having fuel oil tanks and associated piping with color coded directional arrow tape installed.

The emergency fuel oil shut-off control valves appeared properly installed. Battery charger units for machinery space are located here along with bilge pump control panels all appearing properly installed and labeled. The port bilge pump isolation rubber base was not properly installed under the pump (portside void). There is water dirt and debris in the bilge and internal areas throughout each void.

Number 2 hull voids bow thruster locations with operation and control panels installed and labeled. The voids were entered as the vessel was in motion during trials with the port void having a vibration type noise which was found to be the bow thruster turning apparently from water flowing through the thruster tunnel causing the propeller, drive gear and motor to turn. The foregoing was reported to Brandon Dorian, Project Manager and Project Engineer who said they would look into the matter.

Starboard void (bow thruster) electrical cabling panel not having lower protective cover plate installed.

Some of the grating is not secured with clamps and there was water and debris in the bilge areas throughout each void.

Number 1 Forepeak hull voids were observed with some water in the aft upper level and the lower level as detected looking through the small inspection covers.

The foregoing hull voids were observed having fire block compound installed at all thru-bulkhead electrical cable passages. The fire block installation appears to seal openings and cables but is sloppily applied.

The crew office had the microwave and coffee maker on the counter top wrapped in plastic. The small refrigerator is on the floor operating but was found having both upper and lower doors dented appearing damaged. The circuit panel and lighting switches were labeled. The phone, wireless antenna and other various equipment were installed.

The HVAC thermostats are located in the office, aft deckhouse and pilothouse areas of vessel. Reportedly the aft deckhouse thermostat is the master controller and will require a tamperproof cover as it is located in the passenger area.

The pilothouse was observed during and after trials appearing to have the navigational, operational and communicational equipment installed and in working order. The circuit panels and switches and controls were labeled. The flat screen monitors were in working order having the vessel geographical plotter, radar and camera system functioning during the trials.

Firefighting stations are located on the main deck exterior forward and aft ends having hoses installed onto reels with nozzles. Buoy rings with retrieval rope and lights are mounted on the forward and aft ends exterior bulkheads.

The aft exterior under stairs storage having children PFDs stored in a holding bin. Two crew work vests are hanging on the bulkhead. Shore power transformer with associated cabling and junction panel appearing appropriately installed. The exterior shore power receptacle having weather cover plate for cable plug-in is installed and labeled.

The forward main deck was observed with fuel oil containment filling caps for each tank with associated goose neck vent and flame screens. A weather cover is installed over fuel oil containment with rubber side mounts. There was approximately 8" of rain water to remove from containment. The anchor, chain and rope were stored onto the bow along with mooring line retrieval poles located on the bow and stern ends.

Upper deck level having all upper molded seating sections installed. The PFDs storage box is mounted with PFDs installed located between HVAC condenser units. The area behind the HVAC condenser units having trash and debris in need of cleaning.

Discrepancies

1. All hull voids (port & starboard, no.1 thru 5) need water, dirt and debris removed
2. Number 2 port bow thruster turning during boat trials causing noise notable inside deckhouse while the vessel is moving.
3. Number 3 port void bilge pump rubber base is not properly installed
4. Install missing electrical cable cover plate inside no.2 starboard hull void
5. Install grating clamps as needed inside the number 2 port and starboard hull voids
6. Refrigerator inside crew office having multiple dent damage on doors in need of replacement
7. Remove water dirt from fuel oil containment
8. Clean out areas between HVAC condenser units and aft of pilothouse
9. Standard Head (rest room) need label

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General:

Overall the vessel appeared and reportedly preformed acceptability during the trials with exception of the port bow thruster noise when the vessel was in motion. The foregoing areas of discrepancies and cleaning were verbally told to Brandon Dorian, Project Manager. Brandon has asked for an email punch list concerning corrections needed.

The vessel should be observed after Metal Shark has attested (in writing) that the foregoing discrepancies and cleaning along any areas noted by Joel Casey are corrected.

Photos were taken during this visit and are included as part of this report

Barry B. Geraci, NAMS-CMS, AWS-CWI
The Shearer Group, Inc.
Email: bgeraci@shearer-group.com
Cell: 504-289-3203

Josh Sebastian, The Shearer Group, Inc.
Ed Shearer, The Shearer Group, Inc.

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Views of console from port and starboard side



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View of seating in pilothouse and upper overall view



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Views inside console of PFDs, backup batteries and other various components



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Views of upper deck looking forward and aft



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Typical view of upper deck wing station controls and PFDs storage and HVAC condenser units aft of pilothouse



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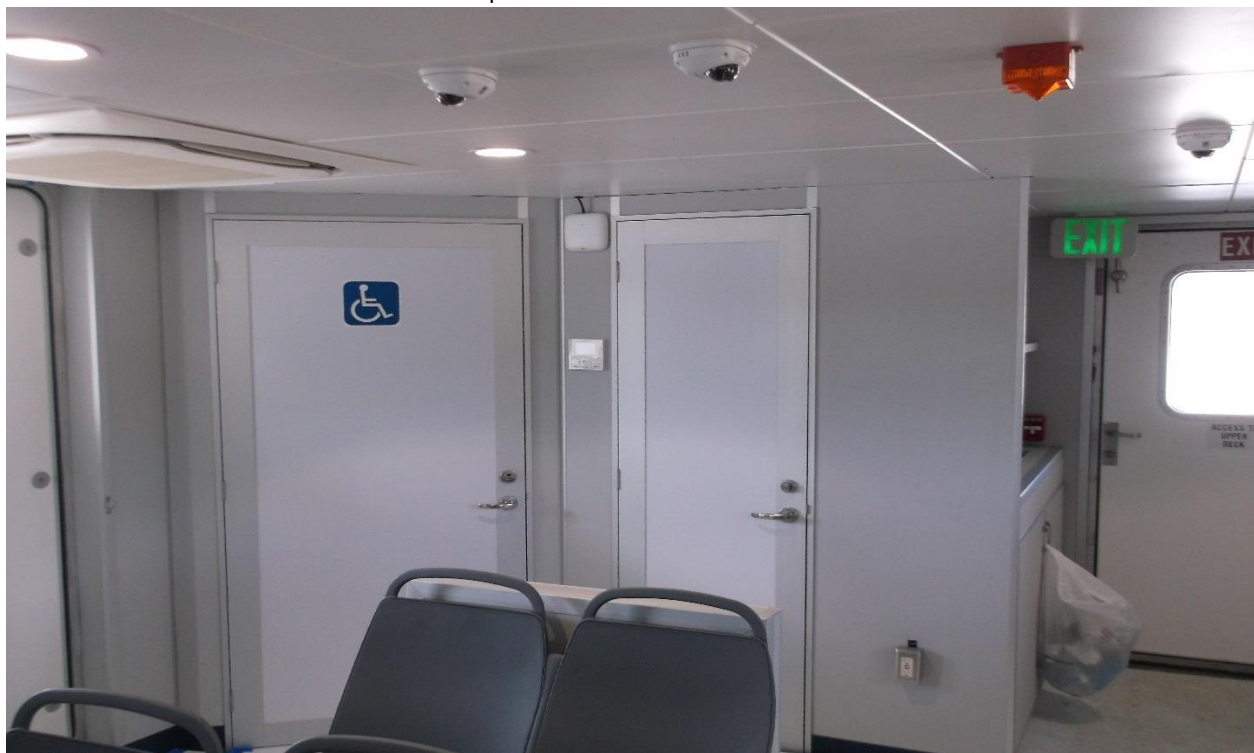
Views of port and starboard sides inside deckhouse looking aft



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Views of aft port and starboard sides of deckhouse



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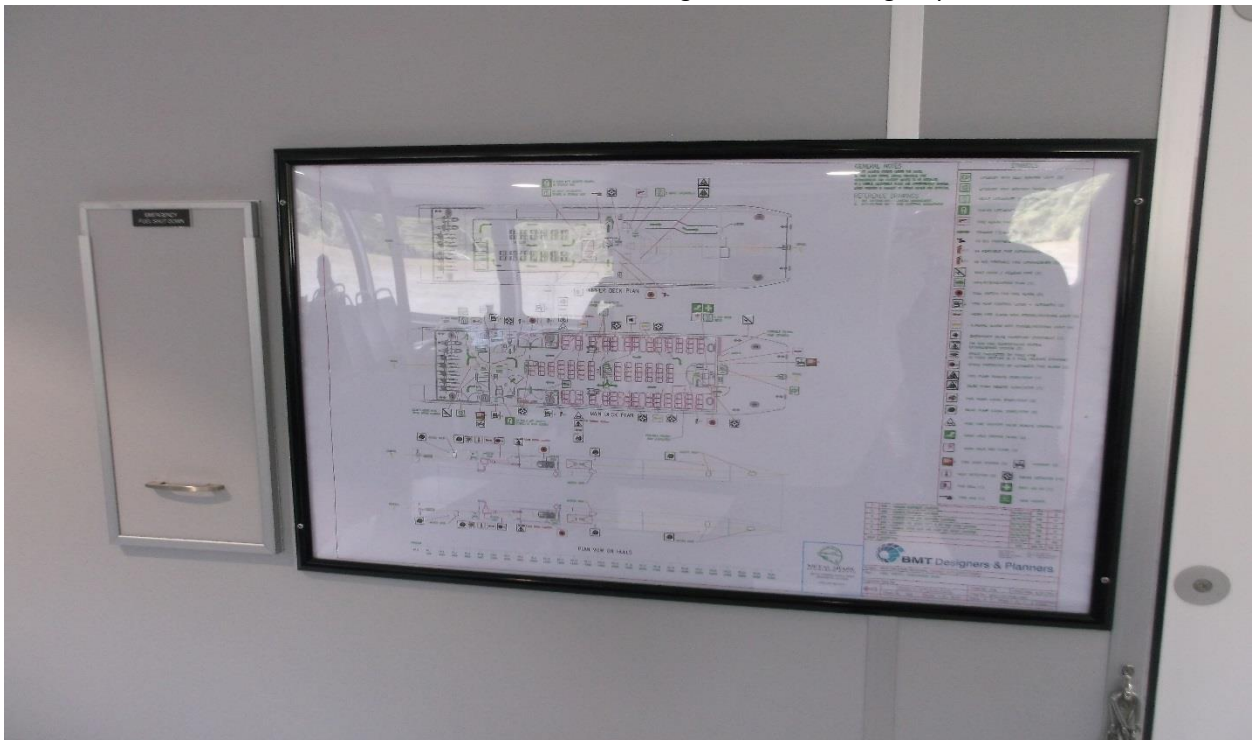
Aft and forward views of deckhouse centerline



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Portside view near double exterior doors of fire alarm, hailing station and emergency fuel oil shut-down station

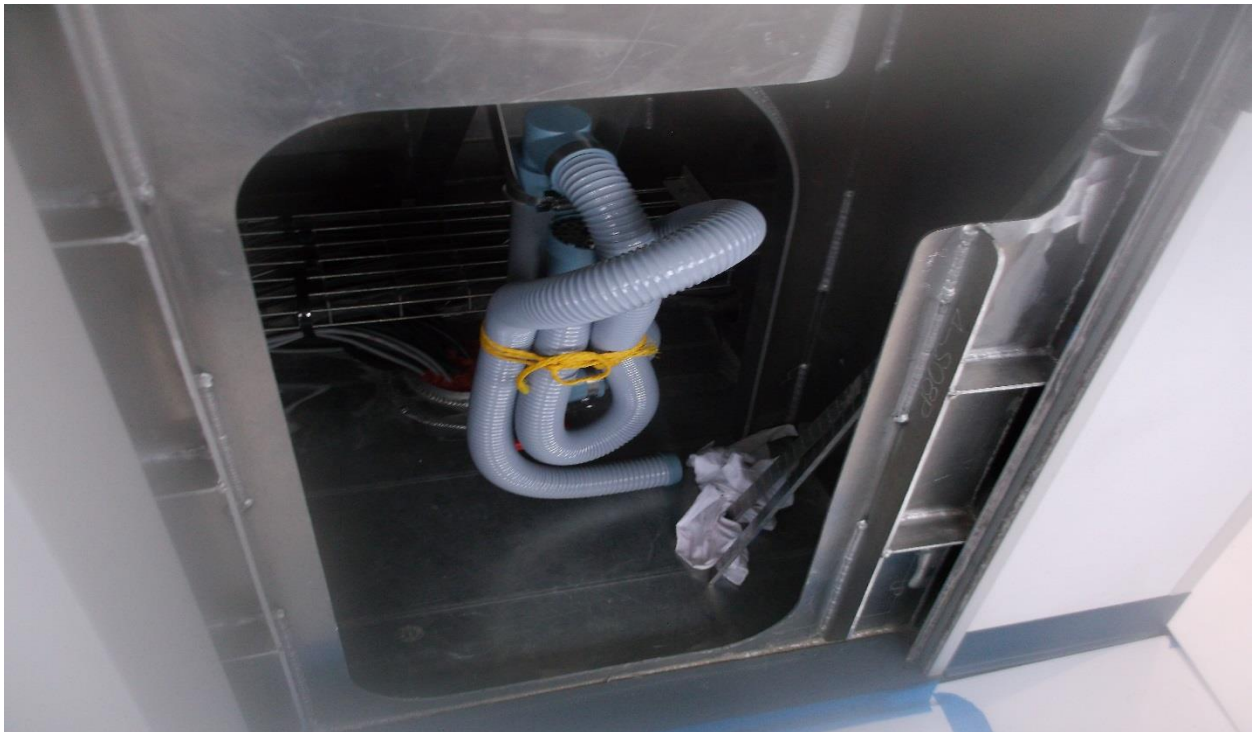


Starboard side view of safety symbols and equipment locations and emergency fuel oil shut-down station

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Stairs and handrails from pilothouse and under stair storage having portable bilge pump and fuel stripping sticks



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Views inside ADA head



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Views inside crew office (note) refrigerator doors dented



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Aft stern views



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Views from various areas where fire block compound was sloppily applied to bulkhead passages



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More view of fire block compound sloppily applied inside hull voids



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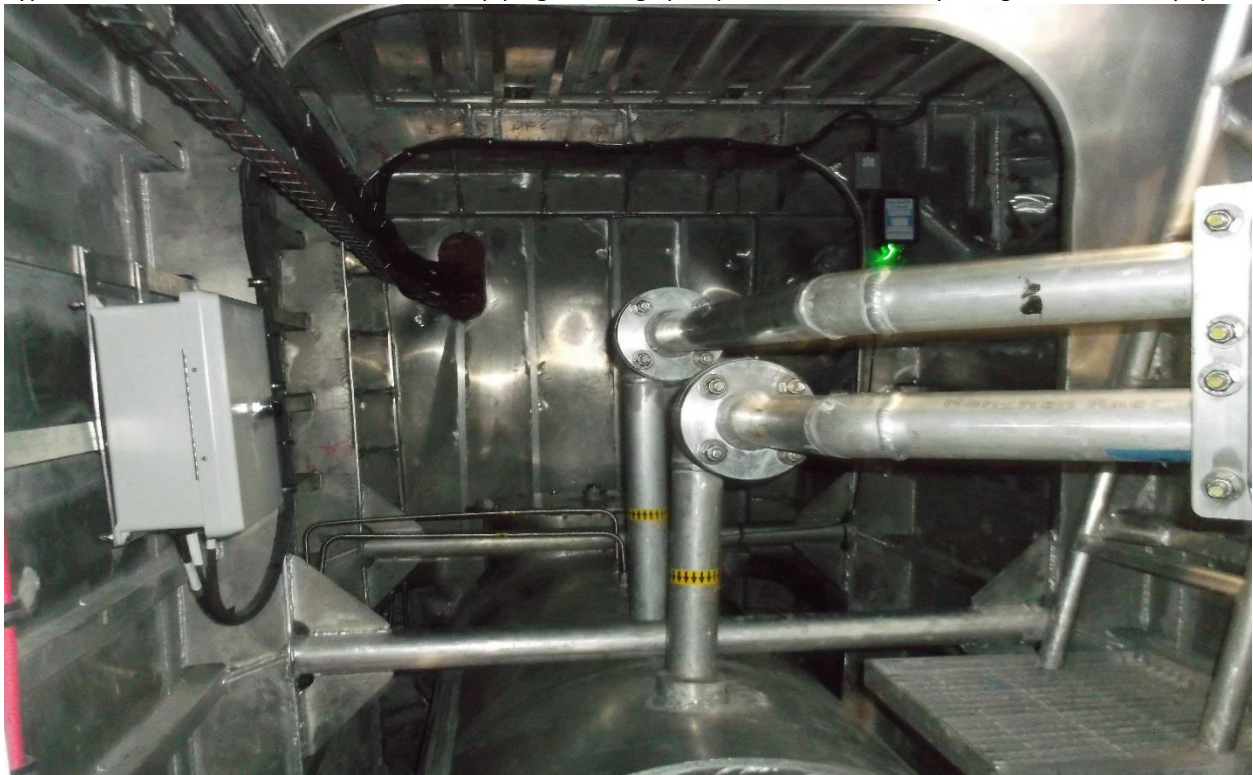
Fire block compound applied at bulkhead passages



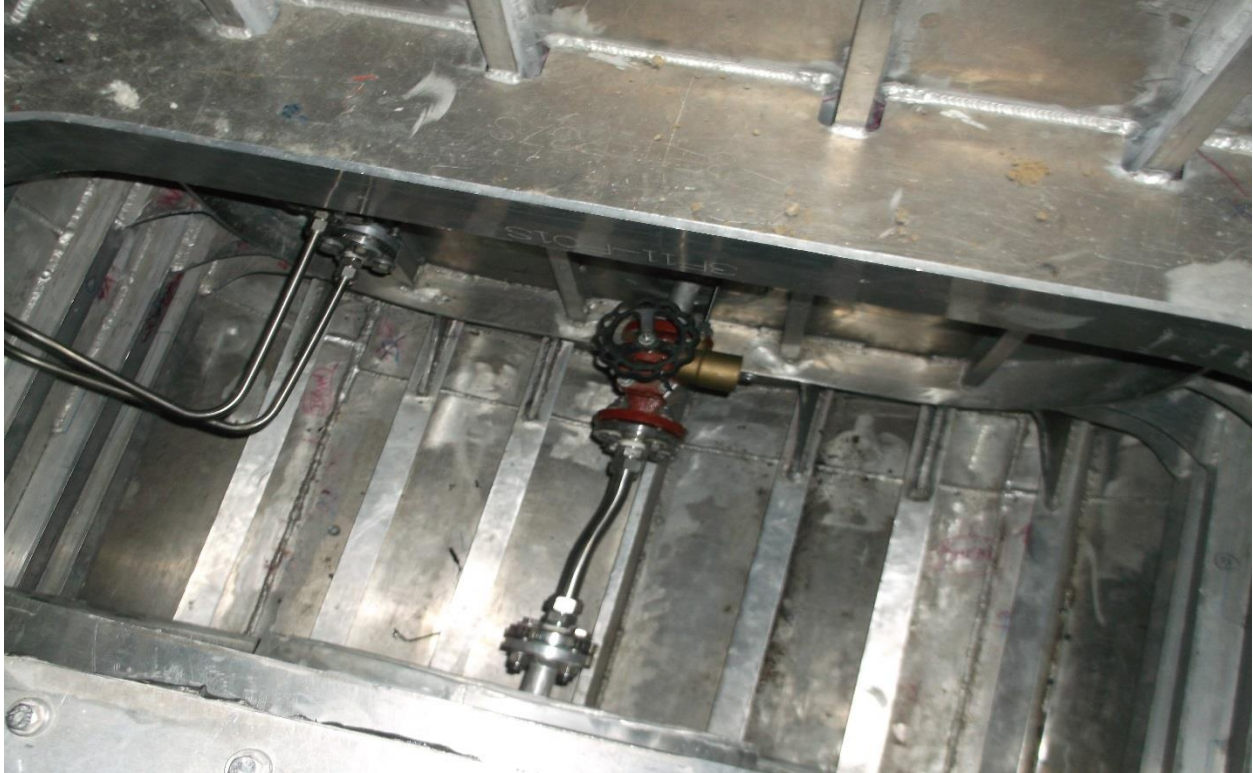
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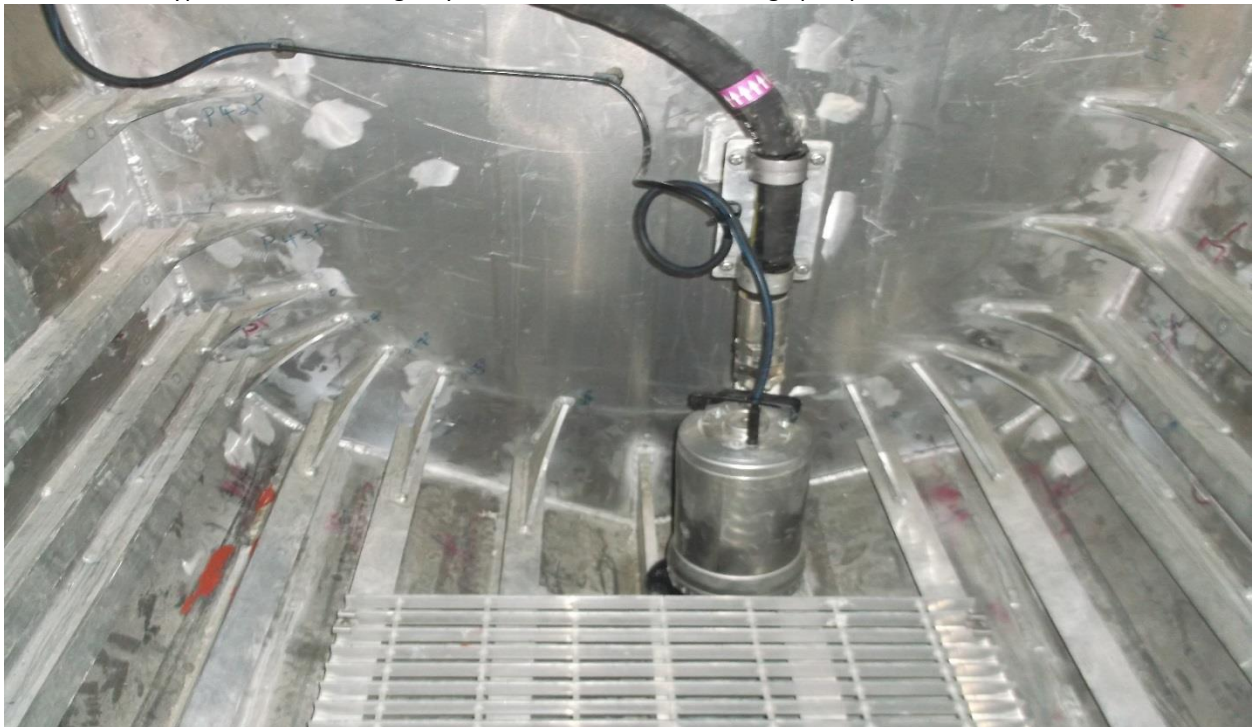
Typical view of fuel oil tanks and associated piping with bilge pump control and battery charge for machinery space



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Typical views of emergency fuel oil shut off valve and bilge pump inside no.3 hull voids



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Views of battery crossover switches and other controls inside starboard machinery space



Aft view of starboard main engine

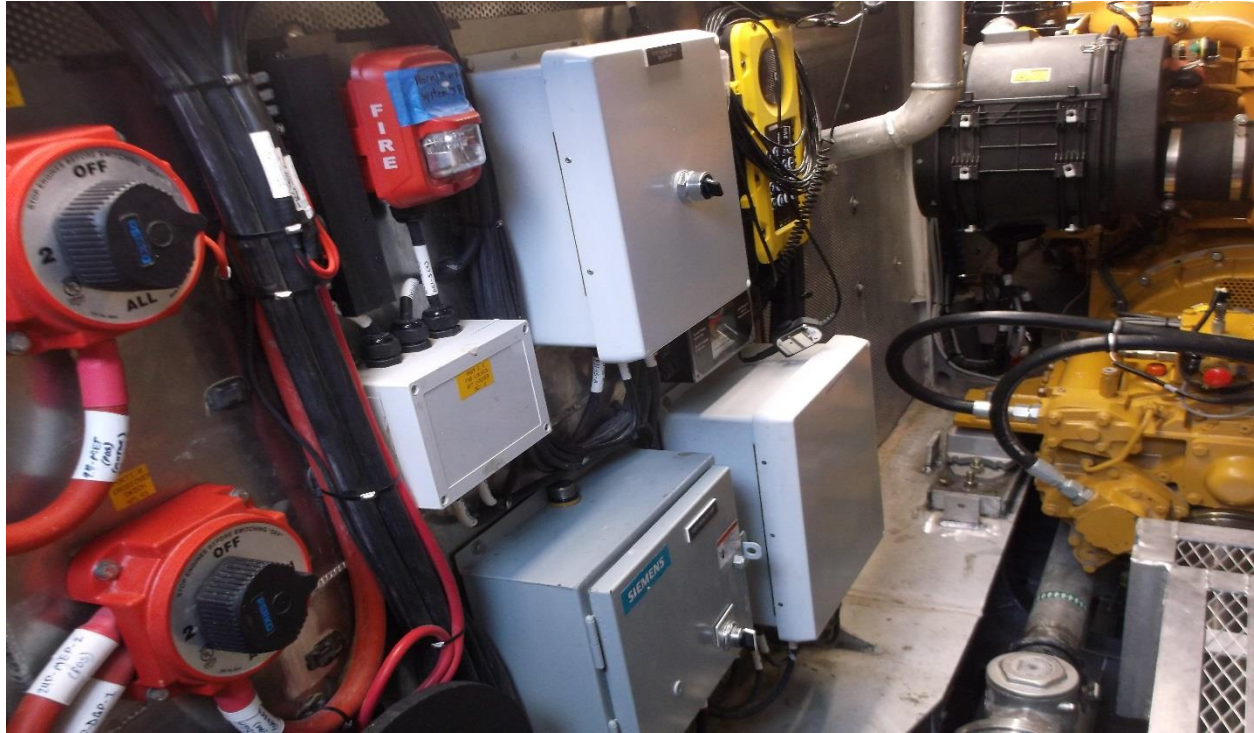
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Posted directions for operation of starboard (above) and port (below) fire/bilge pump system



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Views inside aft port machinery space



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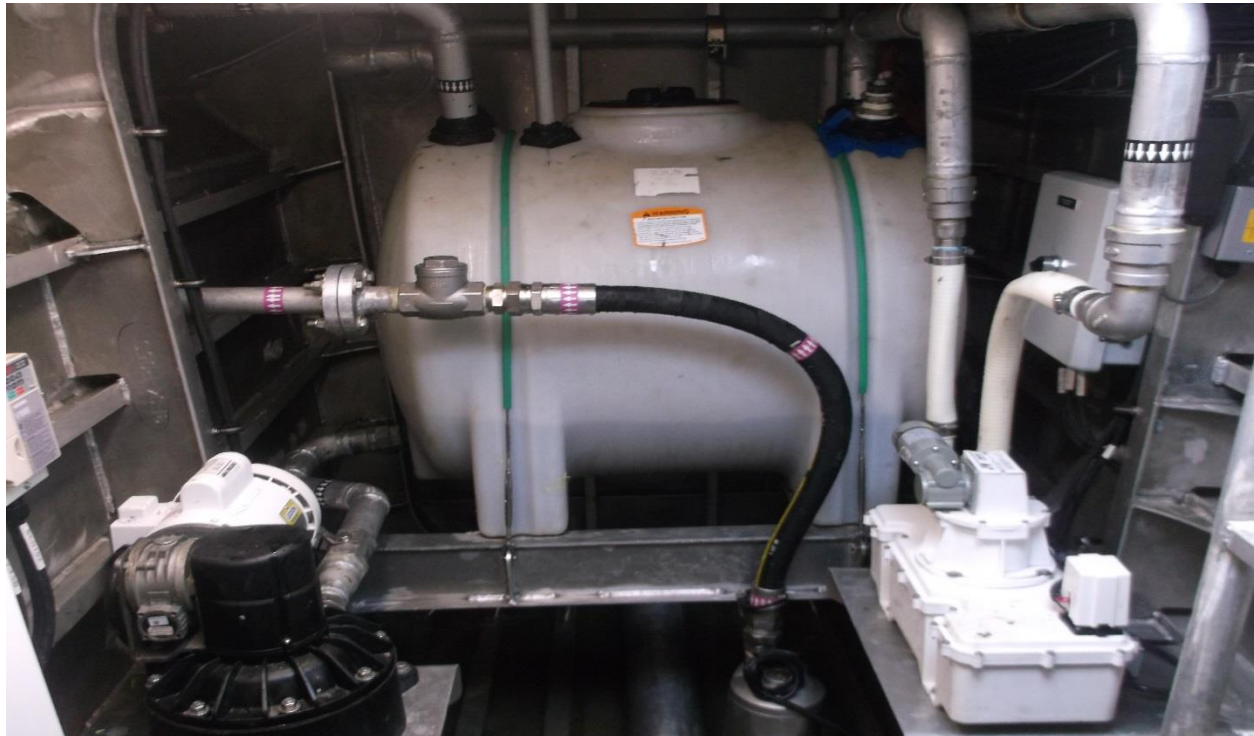
Views inside port no.5 hull steering/potable water tank void



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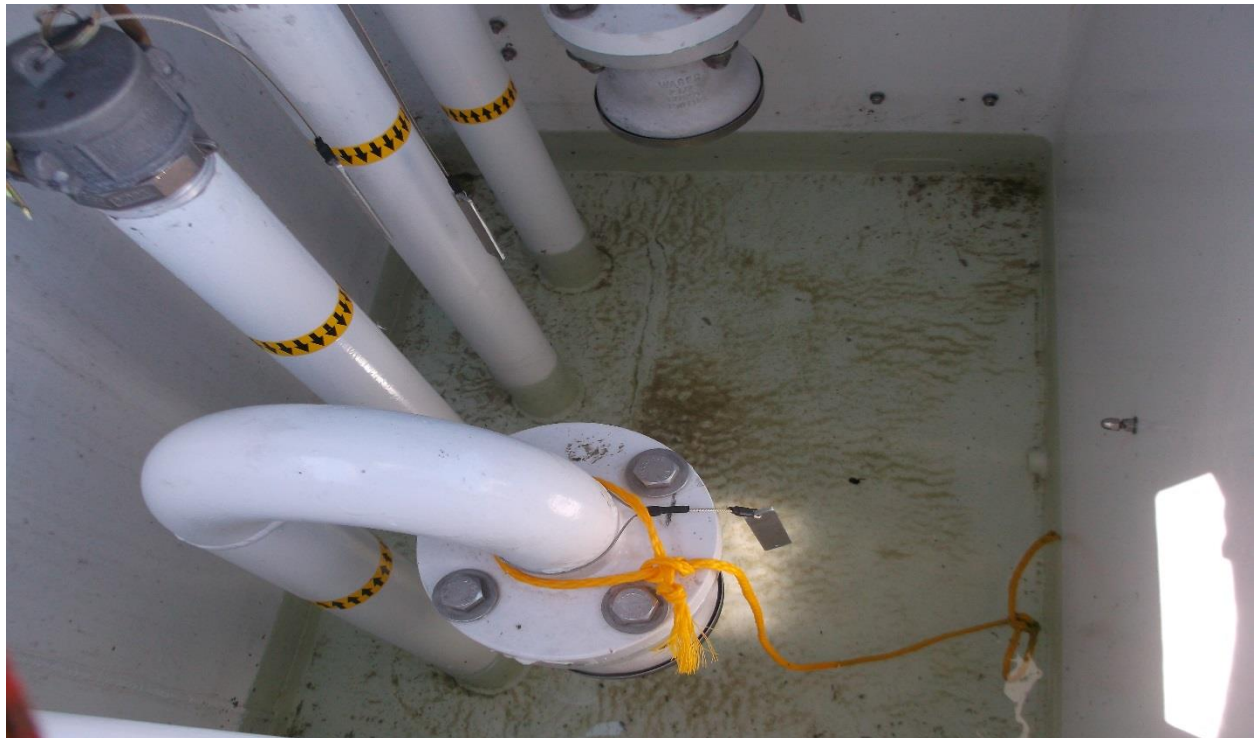
Views inside no.5 starboard steering equipment and MSD (gray water) tank and system



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Views of fuel oil containment area with weather cover and lower view inside having water within



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Views of vessel wake from upper deck and stern end as vessel is up and running

